

Navy News

May 1995 50p

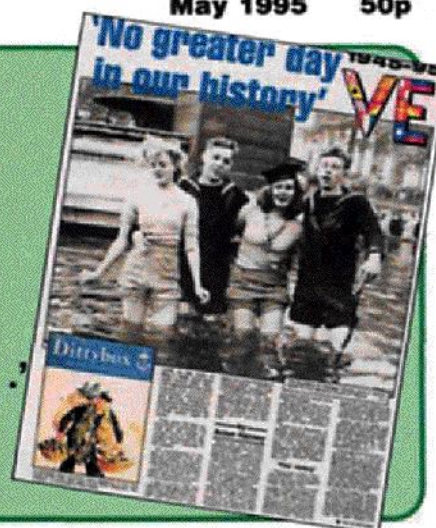


The Queen, met by the Chief of the South African Navy, Vice Admiral Robert Simpson-Anderson, arrives by helicopter in Simonstown to join HMV Britannia.

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From the Admiralty, 090416B May 1945: "For the second time since the Battle of Trafalgar sea power, relentlessly applied, has preserved and sustained our nation and Commonwealth . . ."

Free VE-Day supplement



BETTING ON THE FUTURE

On a high!

British Airways stewardess Sue Foster (28) hears she has been picked as the Royal Marines' new Miss Globe and Laurel at the Butlins' Holiday Princess competition at Skegness.



"WAIT and see" is the Navy's first response to the Bett Review — the wide ranging study of Service manpower published last month.

It will be "many years" before major recommendations — there are over 150 in total — such as new career and pay structures come into effect, in any form. At this stage none are set in concrete and no decisions have been taken.

Former deputy chairman of British Telecom Michael Bett led a team (which included former C-in-C Naval Home Command Admiral Sir John Kerr) that over the past year has interviewed over 5,000 personnel in order to point the way for terms and conditions of service in the year 2010.

He concluded that the Armed Forces should have "much greater responsibility for the strategic and the day-to-day management of their people, and their conditions of employment and adopt a more positive personnel management style" — a "culture change" that would be a major challenge in the years ahead.

Some media reports that immediately followed the report suggested that it rejected the traditional qualities of leadership in favour of commercial practice in personnel management.

Leadership

Not so, says Second Sea Lord, Admiral Sir Michael Layard. "There is a danger of confusing the two — in fact one thing that Mr Bett is absolutely clear on is the importance of leadership. It is one area in which industry has learned from us."

"But he is suggesting that people who work in personnel management in the Services need to become more familiar with certain non military subjects like employment legislation, job evaluation techniques and pensions administration. It happens that some of the suggestions he has put forward are being taken up already — for instance personnel managers including the Navy's own Service lawyers, are becoming more versed in European and employment legislation."

"The various training



HMS Cumberland in the Adriatic — see page 17

schools are looking to see how they can relate further to NVQ's, which he covers in this report, and in the NPFS, where we already have professionally qualified social workers, he recommends this as the way ahead.

"So there are a number of

aspects of the report which already coincide with the Navy's thinking — and bearing in mind that the team went to a great deal of trouble to visit the Navy and talk to people in nine ships and as many shore establishments, I would have been disappointed if there weren't."

"We are now taking the time — and it will take a long time to look at the recommendations and work out how and if they can be developed."

"Developed" is the key word here. It may be that quite a lot of recommendations, as they stand, are not practical, will be

too expensive or will not suit the needs of the Services. To this end, we will be seeking the views of all Service personnel through the Command chain. Consultation is going to play an important part in the further work."

● Turn to page 16

Agency launched to train and recruit

A NEW DEFENCE Agency to handle Royal Navy recruiting and training has been launched by Armed Forces Minister Mr Nicholas Soames. The Naval Recruiting and Training Agency (NRTA) will be a £400 million-a-year business headed by a Flag Officer Training and Recruitment, Rear Admiral John Clarke.

The largest predominantly naval Defence Agency, the NRTA is staffed by 3,600 naval personnel and 1,500 civil servants. As part of the Second Sea Lord structure, it will be based at his headquarters in Victory Building, Portsmouth from where its nationwide recruiting organisation and 12 training establishments will be controlled.

Mr Soames, launching the NRTA at one of the largest of the Navy's training bases, HMS Sultan, said the Agency will be free to compete in the private sector to train foreign naval personnel and civilians in order to cut costs.

'Best in world'

"All over the world the common theme is that Britain has the best naval training in the world and they want to send more and more people here," he said.

The NRTA is planning to enter into partnerships with other organisations from the public and private sectors, a policy which has already attracted interest from industry

wishing to share resources and provide services.

Discussions are under way with a number of companies and consortia, as a result of which the first agreement could be in place by April next year.

Creation of the NRTA stems from a Government initiative launched seven years ago and designed to achieve increased efficiency and effectiveness by establishing separate management units, each operating within its own policy and resources.

The NRTA is one of the latest of 24 Defence Agencies, a figure which by the middle of next year is expected to rise to about 50.



Just like that... Capt Laurie Brokenshire uses sleight of hand to demonstrate how a complex management structure can be made more efficient. Capt Brokenshire, project officer of the Naval Recruiting and Training Agency, used his magical skills in a presentation to senior naval officers at the launch of the NRTA at HMS Sultan.

Liverpool takes on a sea of troubles



Lt Mike Nelson inspects the Shaima's tow. Picture: POMA Ellis

WHEN HMS Liverpool was asked to escort a vessel accused of sanctions violation in the Gulf it seemed she was facing a straightforward operation. Instead, the tug Shaima presented the destroyer with a catalogue of problems and troubles which occupied her for days.

The Shaima, with her barge containing 800 tons of fuel oil, had been arrested over a month before, accused of attempting to break UN sanctions on Iraq. Liverpool, under the command of Capt Laurie Hopkins, took over escort duties from the frigate USS McClusky in heavy seas and strong winds.

In the bad weather the Shaima had parted her anchor cable and had been taken in tow by the McClusky. She was transferred to Liverpool which then anchored for the night.

Next morning Capt Hopkins and the Liverpool's marine engineer officer, Lt Cdr Paul Thomas, transferred to the tug to discuss matters with the vessel's Sri Lankan master.

The Shaima was found to have a flood in her tiller flat,

defective steering gear, a defective capstan which meant she could not recover her anchor cable, and an injured crewman.

In that state the vessel was no longer seaworthy and permission was sought to escort the Shaima to the nearest port instead of to Kuwait as originally instructed.

Diabetic

The injured crewman, a diabetic, was suffering from an infected ulcer which had developed from a splinter wound. He was transferred to the Liverpool where he was examined by the ship's medical officer, Surgeon Lt Mark Whitaker.

The tug's forward capstan was beyond repair so blocks and tackles were used by the RN team on the tug to haul in the anchor cable a few feet at a time. It took them five hours of hard work. Meanwhile a da-

amaged hydraulic pipe on the tug's aft capstan was repaired by CPOMEA Tant Black.

All work was completed a couple of hours before sunset by which time permission had been granted to tow the tug to Abu Dhabi. As waves were still up to 10ft high it was decided to begin the tow the next morning so that it could be undertaken and completed in daylight.

However, as Liverpool towed the Shaima towards Abu Dhabi the next day, news came that the authorities there would not allow her to enter port — and Liverpool anchored for the night in international waters about 16 miles off Abu Dhabi.

There followed almost two days of discussions between various Coalition authorities and the United Arab Emirates to allow the wave-tossed tug to get alongside after nearly two months at sea.

Her food and water was get-

ting so low that Liverpool provided a few basic necessities plus a bit of "nutty" from the Naafi and a couple of bottles of whisky to keep the crew happy.

In the meantime Surgeon Lt Whitaker monitored the condition of the injured crewman.

Eventually, five days after undertaking her escort task, Liverpool was relieved by the fleet tug USS Catawba and headed for a shortened visit to Abu Dhabi. The Shaima was later towed into Ajman for repairs.

See centre pages report and pictures on IDEX '95.

Daedalus spirit lives on

WHEN HMS Daedalus closes next year, the name will live on through the Royal Navy Sailing Association's new yacht Spirit of Daedalus.

The name was chosen in recognition of the major role played by RN air station Lee-on-Solent in naval Air Command sailing. Purchase of the MG 346 yacht was made possible by grants from the Sailors and Fleet Amenities Funds, by Nuffield Trust, Aldershot Church of England Trust for Armed Forces of the Crown and from Pusser's Rum.

Spirit of Daedalus was named by Mrs Jill Newberry, wife of Capt David Newberry of HMS Daedalus, and will be available for charter by Naval Air Command personnel for cruising and racing. The yacht has a full programme this year.

VT Day!

SPECIAL packets of Naafi tea are to go on sale in supermarkets to mark the 50th anniversary of victory in World War II. The packs of "Naafi Celebration Tea" recall the days of wartime catering when the Naafi beverage was a staple for the British armed forces.

Big guns are on the move...

BIG GUNS from the Navy's past have found new homes in Portsmouth, Gosport and RN air station Cudrose.

At Cudrose two 6in cannon from the early 19th century now provide the guardroom with an imposing presence. The 10ft-long guns have been installed in the new quarterdeck in front of the building after being transferred from HMS Nelson (Gun-wharf) at Portsmouth.

Meanwhile, the RN Armaments Depot Museum at Gosport has acquired what is believed to be the last 4.5in MK.5 gun in Royal Navy service. The gun mount originally equipped the Tribal-class frigate HMS Tartar before being installed at the Navy's Test and Evaluation Establishment at Aberporth in 1980.

Fast rate of fire

There the gun was used in support of Seawolf missile trials, being fired under manual control. Under the direction of CPOMEA Lez Broughton, the gun crew became extremely efficient, finally achieving a rate of fire of ten rounds in 41 seconds.

It fired its last round in December after the reduction of the RN trials Unit at Aberporth made it difficult to find enough personnel to man the weapon.

More naval guns have moved to Portsmouth as part of the Royal Armouries' transfer of artillery to the newly refurbished museum at Fort Nelson. The fort, on Portsmouth Hill overlooking Portsmouth, has been officially reopened as a public amenity by the Duke of Wellington.

Among the Royal Armouries' pieces moved there from the Tower of London are field guns similar to those used by Royal Navy gunners during the Boer War, from which stems the tradition of the Field Gun competition run each year at the Royal Tournament.



Gun crew makes ready... One of the 10ft-long cannon being manhandled into place at Cudrose by (from left) CPO Michael Ginnelly, Howard (Taff) Goodwin, Craig Hunkin and LA Rod Williams.

Picture: LA(PHOT) Taff Richards

Gannet helos are the safest

THE FLEET Air Arm's Bambara Cup for flight safety has been won this year by 819 Naval Air Squadron based at HMS Gannet.

Presentation of the award comes hard on the heels of a report in the April edition of Navy News that a search and rescue crew belonging to 819 Squadron had won the FAA's Boyd Trophy for a particularly hazardous operation to save a hill climber.

The Bambara Cup was presented to the squadron's commanding officer, Lt Cdr David Searle, by Flag Officer Naval Aviation, Rear Admiral Ian Garnett.

Each year the trophy is awarded to the naval squadron which has promoted flight safety most vigorously and achieved flying totals with the least number of incidents.

While at HMS Gannet, Admiral Garnett also opened a purpose-built office block which provides modern briefing facilities and up-to-date computer links.

Plover called as two collide

While on anti-smuggling patrol off the coast of Lamma Island, HMS Plover received an urgent call for help after two Taiwanese-registered cargo vessels collided just outside Hong Kong Waters

IN BRIEF

THE newly refurbished Historical Gallery at the RN Submarine Museum, Gosport was opened last month by the Second Sea Lord, Admiral Sir Michael Layard.

THE RN School for Girls, Haslemere has merged with the Grove School, Hindhead, which will be redeveloped as the Royal School, by permission of the Queen.

NELSON — Life and Legend, an exhibition marking the beginning of the 200th anniversary of 'The Nelson Decade' of the Admiral's victories that culminated in the Battle of Trafalgar will open at the National Maritime Museum on October 21.

A HANDPAINTED board detailing the 5040 changes of minor rung by the RN Guild of Bellringers on the restored bells of St Bartholomew's, Yeovilton in 1993 will be hung in the tower as a permanent record of the event.

SAILORS from the 2nd Mine Countermeasures Squadron and the Craft Support Unit Portsmouth were invited to Aston Villa and presented to the 17,000 crowd that saw the home team beaten 2-0 by West Ham.

FIRST phase of the refurbished Boscawen and Hawkins junior rates accommodation blocks at HMS Drake were opened in March, followed by the main Galley and the Raffles Dining Hall last month.

The Hai You and the Thuban struck head on, leaving a large hole in the bow of the 3,518 tonne Hai You. Water poured in and she sank within minutes, leaving her crew struggling in the water.

As Plover's second in command, Lt David Ward was in charge while his CO was on leave. On the way to the scene of the accident, seven miles south of Wagan Island, he sent the ship's two fast pursuit craft ahead to help the Marine Police with the rescue operation.

Twenty seamen, including the Hai You's captain, were picked up and transferred to the patrol ship where Naval medics flown in by a RAF Wessex helicopter from 28(AC) Squadron treated them for shock and exposure.

Casualties

The most serious casualty was airlifted to the Queen Elizabeth Hospital in Hong Kong but was certified dead on arrival.

Lt Ward took charge of the search for four missing seamen. This was eventually called off as light began to fade, seven hours after the collision.

The 19 crew of the 4,943 tonne Thuban were uninjured and she made her way to Hong Kong under her own steam. Hai You's crew remained on board HMS Plover and were taken back to the RN base at Stonecutter's Island.

Headquarters British Forces Hong Kong has made an appeal for memories and memorabilia of the liberation of Hong Kong on 30 August, 1945. A book of anecdotes of the liberation and the years up to 1950 will be published this summer. Write to Roger Goodwin, Director Public Relations (Hong Kong), JSPRS, Prince of Wales Barracks, BFPO 1

Home after four years Down South

HMS Dunbarton Castle returns to Rosyth after nearly four years in the South Atlantic.

In that time, with one crew change, the offshore patrol vessel has steamed over 75,000 nautical miles, monitoring the activities of ships and aircraft in the waters around the Falklands and South Georgia.

Places visited included Punta Arenas, Chile, Puerto William in Tierra del Fuego — the most southerly town in the world — and Cape Horn.

En route home via Rio Grande and Salvador in Brazil and the Canary Islands she went to the assistance of a 38 ft yacht, Sunrise Star, which had been battling in a north east trade wind for 12 days without fuel or generator.

Lack of power meant that the yacht was in constant danger of being run down by shipping. All food had been defrosted and one crew member was concussed with others suffering from chronic seasickness.

Dunbarton Castle managed to transfer 200 litres of diesel in a heavy swell and provided medical treatment.

In a farewell message the Commander British Forces Falkland Islands Air Commodore Peter Johnson said: "As you depart and hand over to HMS Leeds Castle I would like to congratulate you on what has been a first class performance... The commitment, motivation and enthusiasm of your ship's company has impressed me, as has your hard work in maintaining good relationships throughout the region, particularly with the Falkland Islanders who have appreciated your presence."

Named for Scott

The Royal Navy's new 13,000 ton ocean survey vessel due to enter service with the Hydrographic Surveying Squadron at Devonport in 1997, will be named after the Plymouth-born explorer Captain Robert Falcon Scott.



The lady in Bronze



This is the life-size bronze statue of Durban's legendary 'Lady in White' that was put on view for The Queen during her visit to South Africa.

Perla Siedle Gibson, an internationally renowned concert soprano who sang to convoys of Servicemen passing through the Port in World War II, died in 1971.

The statue — by her niece, artist Barbara Siedle — will be officially unveiled by her son, Barrie Gibson, on August 15.

Hunt for Pompey on film

Old cine film of life in Portsmouth is being sought to compile a video, 'Bygone Portsmouth', for release this summer.

Copies will be presented to schools for use in local history projects and to old people's homes in the region

Anyone with naval or dockyard footage — or any Portsmouth subject — on any type of cine film should contact producer George Lillington on 0181 689 9272. Contributors will also receive free copies.

Simon still has the edge



S/Lt Simon Black receives the Queen's Sword from the Princess Royal during Lord High Admiral's Divisions at Britannia Royal Naval College Dartmouth.

A year ago he received the Queen's Binoculars, also recognising high performance in naval general training. He is now navigating officer in HMS Hurworth.

'Fun Divisions' at Dartmouth — uniforms replaced by a variety of silly disguises with Young Officers paying to play the lead roles — earlier raised £700 for Save The Children, presented to the Princess on her visit.

DUKE AT DAEDALUS

HMS Daedalus, due to close next year, will host a mammoth reunion of ex-Fleet Air Arm personnel on September 1, marking the 50th anniversaries of VE and VJ Day.

The Duke of York will be among the 1,500 guests at the Lee-on-the-Solent air station — as will aircraft of the Royal Naval Historic Flight, flying in from their base at Yeovilton.

Tickets at £25 are available from the FAA Officers Association, telephone 0171 499 0360.

If you have applied to attend the British Pacific and East Indies Fleets commemorations at Portsmouth on September 2-3, return your forms as soon as possible in order to avoid disappointment as places are filling very rapidly.



Preference — two cautionary tales

NO Drafty article for Navy News would be complete without the almost standard piece on the vital importance of C240s and Drafting Preference Forms. These two items are the only information that we hold on our personnel. We continue to act on the information provided, only to find circumstances have changed.

The following instances illustrate our problems:

● A POAEM very nearly found himself drafted back to Gannet at short notice, satisfying a C240 for 819 Sqn, which was backed up by his comments on his latest DPF that he owned a house in Ayr that he considered his permanent address. Fortunately, the true facts were discovered at the eleventh hour during a phone call with his AEO — he'd just bought a house in Yeovil, but had forgotten to submit a new DPF. Needless to say a new one was faxed to us within the hour!

● A young AEM with a fairly up to date DPF (Feb 94) was drafted to a CVS as an early out of turn volunteer in accordance

with his preferences. After discussions with his Divisional Officer, it was established that he was no longer a volunteer for CVS and now wished to be considered for a Commando Squadron so Drafty advised him to submit an up-to-date DPF asap. Six months later the rating was being considered for another draft to a CVS having not updated his preferences. The DPF finally arrived two months after the rating should have joined the second CVS!

We also continue to experience problems with Red Cross Drafting Preference Forms. These should be submitted as soon as possible after your relief has been nominated. Some Senior Ratings are under the impression that RXDPFs are to be submitted three months before their Estimated Relief Date and are passing such information to Juniors, with consequential erosion of the expected drafting notice.

Particularly problematic of late, is the lack of understanding of the significance of the two questions at Section D of the DPF.

Short notice

If the answer to both questions is 'yes', this equates to a C240 application and is treated accordingly. If a requirement arises to draft a rating to sea at short notice, a check is made on the Manpower Computer at Centurion, to see whether there are any C240 or early-out-of-turn volunteers for the unit in question. (Early-out-of-turn volunteers are those who have ticked both 'yes' boxes at Sec-



"Says he's a wizard with magic swords — doesn't want to know about choppers!"

tion D of the DPF).

They do not have to be due sea service.

It is quite amazing how many ratings react with disbelief when they are nominated for a short-notice sea requirement, as a result of information contained in their latest DPF. Doubt often exists about their actual wishes because, although they have indicated that they are early-out-of-turn volunteers for sea, either their remarks or those of their DO suggest, for example, that they would like a period of stability ashore.

Divisional Officers and Heads of Department are reminded that their comments on DPFs/240s are very important and should either endorse the Rating's wishes or give constructive reasons why they are not supported. Suitable reasons might include the need for continuity in post, training that has been given or specialist skills that need to be kept in a particular area.

Work your magic on Merlin —

THE arrival of Merlin within the FAA is now (almost) in sight with a steady trickle of volunteers wishing to work with the helicopter. If you think that you would like to work on Merlin when it comes into service we are currently able to accept Merlin as an aircraft type on the new DPF and also via the C240 route.

It is currently envisaged that the Intensive Flying Trials Unit (IFTU) will form in the summer of 1998. In addition to the IFTU we are always on the

THE past year has seen a period of stability within D3 (FAA, Regs and PTs Drafting Section — After the large manpower changes within the section in the previous year the team remains unchanged.

Like all the drafting sections in the last 12 months, D3 has wrestled with the challenge of managing a particularly dynamic requirement as employers change their complements to reflect changes of policy and the outflow of manpower, particularly phase 3 redundancy, which have not always been compatible.

By careful juggling, most of the mismatches have been contained but a general shortage of POAEMs over the last few months has caused local problems at Air Stations where posts have been filled by less experienced POAEMs.

This problem and similar ones in non-FAA branches begin to disappear when billets lapse on 1 April.

IN BRIEF

Spanning the gap between hands

A significant shortage exists at the PT Leading Hand level. This is being managed to the best of our ability, by equalising the resultant pain between major employers. A conversion course is running at the moment and the newly-qualified LPTs should start to ease the present gapping in July.

□ □ □

There is a dearth of PT ratings with an aptitude for Adventurous Training. Even if you don't have the necessary qualifications or experience at the moment, Drafty is prepared to go to extraordinary lengths to train those who express a keen interest in this work.

□ □ □

The Regulating Branch is able to meet its commitment for the next year or two with its present numbers, although there is an imbalance at the RPO and MAA level. Accordingly, there will be no conversion courses this year and possibly next year, too. No more applications for Branch transfer should be submitted until further notice, in accordance with Excellent's signal BAB/WHW 161015Z Feb 95.

□ □ □

For Aircrewmen after a year without any recruiting, the floodgates have now been reopened in an attempt to meet an increasing requirement into the next century. If you are looking for a challenging job, leading to possible involvement with the new Merlin Helicopter, application should be made in accordance with BR1066 article 1523.

Be aware, however, that there are a number of ratings on the waiting list and that extraction is dependant upon the capacity of the training pipeline and the ability of your Source Branch to release you.

□ □ □

Aircraft Controllers - Another Branch which provides challenging and demanding employment and is also open to recruiting. Because the Branch is relatively new and still building, advancement and promotion prospects are excellent. Until the Branch is fully established, a number of Air Traffic Control-qualified Aircraft Handlers are filling AC billets and will continue to do so for the foreseeable future.

— or think small

WE are continually on the lookout for new blood to enter the very demanding and rewarding area of Small Ships Flight SMR. If you are a volunteer, whether you hold an Aircraft Charge Certificate or not, a C240 with an AEO's recommendation will ensure you are considered for these drafts.

FAA, Regs & PT Team

Cdr Richard Dore (Ext 2125) — Drafting Commander and Warrant Officer Appointer.
Lt Cdr Ian Cumow (Ext 2121) — Technical Ratings Drafting Officer.
Lt Cdr Roger Grove (Ext 2049) — Non-Technical, Regulations & Pts Drafting Officer.
CAEM(R) Nick Martin (Ext 2144) — Small Ships Flights and Office Manager.
POWTR Carol Parker (Ext 2065) — 'M' Trade Leading Rates and above.
POWTR Taff Gauntlett (Ext 2123) — 'L' & 'R' Trade Leading Rates and above.
LWTR Katie Fitzgerald (Ext 2124) — AEMs Drafting.
POWTR Wendy Gunn (Ext 2134) — Non-Technical Senior Rates (including Aircraft Controllers and Aircrewmen).
LWTR Clare Watts (Ext 2134) — Non-Technical Junior Rates.
POWTR Sue Buoy (Ext 2969) — Senior Rate Regulations & Pts.
LWTR Lisa Evans (Ext 2969) — Leading Regulations & Pts.



"And this time you'll swear to tell the truth, the whole truth and nothing but the truth!"

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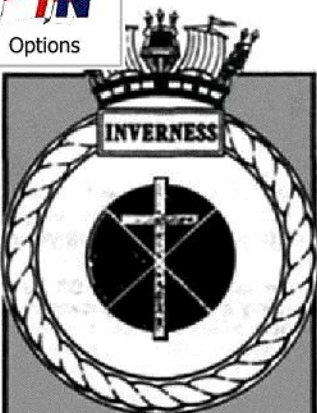
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FACTS & FIGURES

Pennant no: M102. Length (overall): 52.7 metres; length (waterline): 50m. Beam (waterline): 9m; beam (upper-deck): 10.5m. Draught (mean depth): 2.2m. Keel to upper deck (amidships): 5.46m; keel to masthead (top of highest aerial): 21.25m. Masthead height (with draught of 2.3m): 18.9m. Displacement (deep condition): 484.4 tonnes; (light seagoing condition): 422 tonnes. Gross tonnage: 752 tonnes. Net tonnage: 226 tonnes. Ship's company: five officers, seven senior rates, 22 junior rates. Propulsion: Two Paxman Valenta 6RP200E diesels, 1,500hp (1.12 MW) sustained; Voith Schneider propulsion; two shafts; two Schottel bow thrusters. Speed: 13 knots diesels; 6.5 electric drive. Range: 3,000 miles at 12 knots.



INVERNESS JOINS ON CALL FORCE

HAVING completed basic operational sea training late last year, HMS Inverness, second of the Royal Navy's Sandown class of single role minehunters, is deploying to the Mediterranean this month.

The ship is due to join the On Call Force and will take part in NATO exercises, visiting Brest, Lorient, Portimao, Palma, Istanbul, Varna in Bulgaria and Alicante during her three months away.

On her return in August, HMS Inverness' autumn programme revolves around a base port change in November, when the Third Mine Countermeasures Squadron moves from Rosyth to Faslane.

HMS Inverness is built of glass reinforced plastic. She was constructed using sophisticated modular techniques by Vosper Thornycroft at their Woolston Yard in Southampton and launched by Lady Webster, wife of Admiral Sir John Webster, on February 26, 1990.

After a successful period of trials she was accepted into Royal Naval service a year and two days later and was commissioned in Inverness on May 24, 1991.

Non-magnetic

Built almost entirely of non-magnetic materials, Sandown-class ships are regarded as the most capable and sophisticated minehunters in the world. Core to this is their minehunting system.

As an island nation, Britain's dependence on maritime trade continues, as does her vulnerability to that most effective of naval weapons, the mine.

Mines can inflict immense physical damage on shipping, effectively cutting off maritime trade and preventing the use of naval power. In the last 10 years the Royal Navy has been involved in mine-clearance operations around the Falkland Islands, the Red Sea and the Gulf.

Second World War mines were both of the buoyant con-

tact type and simple ground mines triggered by the magnetic and acoustic influences of passing ships. These were cleared by mine countermeasures vessels which towed sweep wires astern, that were either armed with cutters to cut the mooring lines of buoyant mines or simulated the influence of a passing ship.

The 1950s saw the development of the Ton class minesweeper, which used these methods.

Confidence

The advent of high definition sonar led to the development of minehunting; the sonar locating mines ahead of the ship. This improved confidence in ship safety and was a counter to advanced mines, more selective in their targets and harder to sweep in the traditional way.

The mines once found were then disposed of by specially trained clearance divers, who would lay a disposal charge which was subsequently remotely detonated.

The commissioning in the early 1980s of the Hunt-class MCMVs combined the most advanced sweeping and hunting techniques and utilised computer technology. Nevertheless, the continued development of mines has produced highly selective weapons, capable of targeting specific ship signatures. This has made hunting the more effective and safer means of dealing with the threat.

It is this emphasis which led to the development of the Sandown Class minehunter. Like her sister vessels, HMS Inverness' minehunting system consists of four main sub-systems:

● **Sonar 2093.** This highly sophisticated, variable-depth minehunting sonar utilises computer-aided detection and classification.

● **NAUTIS M.** The Naval Autonomous Tactical Information System manages the mine warfare task. Information received from the sonar and navigation system, plus manually injected information, is displayed in detailed, graphic form on consoles in both the operations room and bridge.

● **RCMDS 2.** When a possible mine is detected by sonar, the Remotely Controlled Mine Disposal System or mine clearance divers are deployed. The RCMDS is a small, unmanned submersible, with its own sonar, monochrome and colour television cameras and searchlights.

Capable of carrying an explosive charge, cable cutters or a manipulator arm, the vehicle is able to exceed the depth of divers. But there are occasions when a diver is better able to deal with a mine threat and the continued use of divers provides flexibility and assists intelligence gathering.

● **Ship's Manoeuvring System.** The ship's Voith Schneider propulsors and twin bow thrusters work in conjunction with the NAUTIS system to provide highly accurate track-keeping and positioning.

Echo sounder

Additional equipment on board HMS Inverness includes a 780NT echo sounder for recording depth, a BMARC 30mm gun on the fo'c'sle and an advanced 1007 navigational radar above the bridge.

In the four years since her acceptance into the Royal Navy, HMS Inverness has been testing her various systems, including an extensive series of sonar-proving trials, mostly at the Kyles of Lochalsh. During the last 18 months, however, she has also found time to visit Newcastle, Aberdeen, Esbjerg in Denmark and her namesake city of Inverness.

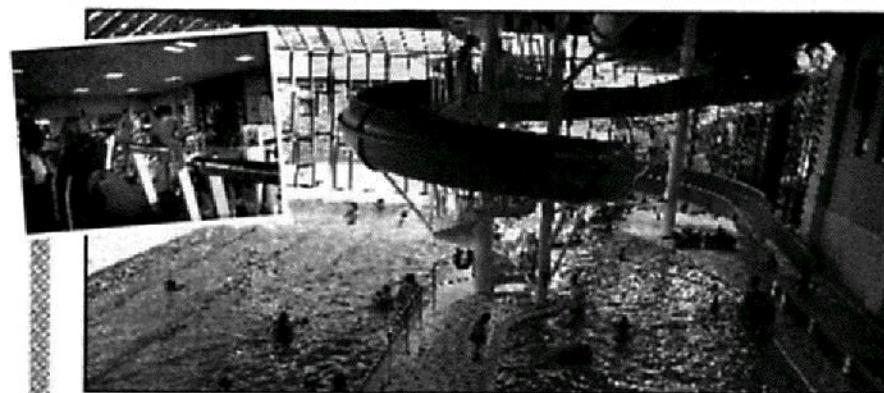
Privateer captured

A FRENCH privateer, the Duc de Chartres, became the first HMS Inverness after she was captured by HMS Edinburgh off the Lizard in January, 1746.

This sixth-rate ship was 105ft long and had a beam of 28ft 6ins. She was armed with 90 9pdr and two 3pdr cannons. She was broken up in Portsmouth just four years later, in February 1750.

● A drifter named Inverness was requisitioned for war service 1939 to 1940.

POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12.50. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.



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JACK

BY TUBS



Letters

Superb result

IN the February issue there was a letter from a girl who was about to marry a sailor she met through Navy News' pen pals column — and you asked to hear about any others.

From the August 1992 edition I wrote to a lady called Danielle who lived in Coventry. I was surprised to receive a reply from someone called Linda — it was her friend who had put the name forward, but had used her daughter's name because she thought she would not otherwise get many replies!

Over the next couple of years our friendship grew, although we still had not met.

Then I did Royal Guard duty for the unveiling of the bust of Lord Fieldhouse at Gosport and Linda came down to see me there.

We continued to write and our friendship grew stronger and stronger. Then in November last year we met in Northamptonshire and instantly clicked — and I proposed to her on New Year's Eve.

We got married at Queensborough Church, Isle of Sheppey on August 12 and I am eternally grateful to you — without your help I would not have met the lady I love. — LOM(WSM), HMS Superb

Sharp memory

WITH REFERENCE TO R. W. Avery's letter (February issues), I was the Commander's Writer in HMS Norfolk at the time and I am fairly certain that while we did escort Princess Fawzia from Aden to Abadan, we did not carry the Crown Prince.

I would like to know who ordered the collection and dhoobyng of the No 6s and who collected them, as I am sure I — and everyone else — would have remembered the reaction of Cdr Hughes-Hitler (sorry, Hughes-Hallett) had they been as described, with sharp creases down the front. — J. P. Donovan, Woking.

Why no word on NVQs?

IT is with growing frustration that I feel compelled to write again on the subject of National Vocational Qualifications (NVQs).

It is almost two years since I last voiced my concern on this subject — and while there have been a great many promises of action there also appears to have been a great deal of inactivity.

The mission statement of the National Council of Vocational Qualifications — made ten years ago — was that "NVQs should be freely available to all."

But there is at present a great deal of misinformation circulating within the RN, brought out at a recent course I attended where students were told that the course content could be used to gain an NVQ at some time in the future.

This is contradictory to the NVQ philosophy — NVQs are competence-based vocational qualifications and cannot be obtained by attending a course.

The means to obtaining an NVQ involve compiling a detailed and comprehensive portfolio of evidence of the actual ability to do certain tasks. Therefore a signature to say you have successfully completed a given course is insufficient, as this cannot prove vocational competence, merely acquired knowledge and simulated experience.

The matter of great concern is that students at various courses believe this misinformation to be true and will wait in vain to receive the NVQ.

What is needed is a concerted effort to introduce a workable framework into the RN to facilitate NVQs becoming a reality — this is already

happening in the RAF, as can be read in the February issue of Training Tomorrow.

If this is already happening then I apologise to those concerned.

However, as no information has been forthcoming since a DCI released some two years ago — which was then promptly rescinded — it can only be assumed that nothing is happening, bar words and intentions. — CPOMEA(L) R. M. Bell, HMS Sultan.

Nice and tiddley

LT CDR Clifford's appeal for the abolition of the traditional sailor's square rig (March issues) was depressing.

He appears to be influenced in this opinion by service with our gallant lady sailors — and General Montgomery's question about "walking out" uniform to soldiers appears to have impressed this naval officer as well!

I have to say that my experience in the RN is totally at variance with his with regard to this sartorial dispute.

In my day no sailor felt demeaned or belittled as he claims they feel today. We were inordinately proud of our eight-crease bell-bottoms and before a run ashore the mess decks were a little reminiscent of a Ladies Room, each man pulling down his shipmate's collar so that it lay flat — and with tiddley bows over the eye we felt we were wearing the best Service uniform in the world.

Lt Cdr Clifford appears to hate anything old and traditional. He wants our sailors to

look like ticket collectors on British Rail.

It was the current yob culture that drove uniformed sailors off our streets and today one almost never sees a uniformed matelot, not even in Pompey or Plymouth. Nothing to be proud of there. — R. Bell, Ealing.

IF WITH the proposed changes in uniform the MOD addresses the problem of yellowing of white naval caps, may I suggest they don't waste time and money trying out a method a certain Wren Writer encouraged me to use on hers the evening before Sunday Divisions at HMS Raleigh sometime in the early 1950s.

Duty weekend in the ASQ and I was painting out the Sick Bay using a brilliant white gloss enamel.

"Will that paint save me having to scrub my cap?" she asked.

"One way to find out," I replied, slapping a loaded Pusser's 4 inch brush across the grubby cloth top.

The result, once dried, was a crazy paving effect. — E. Hartley, Rothwell, Leeds.

THE letter about wartime RN personnel being mistaken for taxi drivers, porters, etc (March issue) reminded me of an incident I witnessed on a crowded railway station.

Some young naval ratings could hardly contain their amusement when an elderly lady approached a very senior officer for information, addressing him as "Porter".

Courteously the officer saluted, helpfully ascertained the time of her train — and then ordered the sniggering sailors to carry her cases to the appropriate platform. — J. G. Hinton, Worcester.

Delay that adds insult to injury

I refer to the letter from Mr J. Campbell of Auckland, New Zealand, that you published in March.

Mr Campbell is quite correct in that the War Pensions Agency (WPA) at Norcross, Blackpool, deal with War and War Widows Pension claims between the years 1914-21 and 1939 to date. Any claim made between the wars is actioned by one's own Service Department. However, recent indications are that these between-the-wars claimants will very soon come under the umbrella of the WPA also.

The difference in monies, as mentioned by Mr Campbell, is not so. With a specified injury, such as the loss of a finger, the amount payable to the claimant is exactly the same whether dealt with by the WPA or, as in his case, HMS Centurion. There is only one area in which between-the-wars claimants lose out and that is the ability to raise an appeal against a rejected claim.

The Royal British Legion has been and is, running a pensions awareness campaign. It is most surprising to me to see the volume of ex-Royal Navy and Royal Marines who submit with their initial claims hurt certificates and have never bothered to claim for the condition outlined within the certificate.

As I am sure your readers are aware — but it does no harm to remind them — with any claim which subsequently is successful payment is only made from date of claim and not date of injury.

Anyone deciding to make a claim for a War Disablement Pension may use the services of the RBL, which are free of charge. One does not have to be a Legion member to elicit those services. — T. C. House, Head of Pensions Dept., Royal British Legion, Pall Mall.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.

Muster mystery

WHO stole Lady James's jewellery? That was the question Sir William James, Commander-in-Chief Portsmouth, wanted answered when he ordered the entire complement of Portsmouth's Barracks, several thousand personnel including Wrens, to muster on the parade ground before dawn on a dark, bleak winter's morning early in 1941.

Sir James angrily delivered an ultimatum from a centrally placed podium, demanding that whoever had raided his residence and made off with Lady James's valuables declare himself/herself there and then.

He would not give the order to fall out until the villain or villains owned up.

The tension that ensued was exacerbated by the C-in-C's unwavering stance in his determination to get results. The appearance of the breaking dawn revealed the magnitude of the muster — but to my knowledge the felony remained unsolved. — R. F. Russell, Benfleet, Essex.

End date

I was born on May 7, 1945, the day the Germans signed the surrender. Twenty years later I was one of the 150 men who pulled the gun carriage bearing Churchill's coffin through the streets of London. — R. Aindow, Hesketh Bank, Preston



Navy News

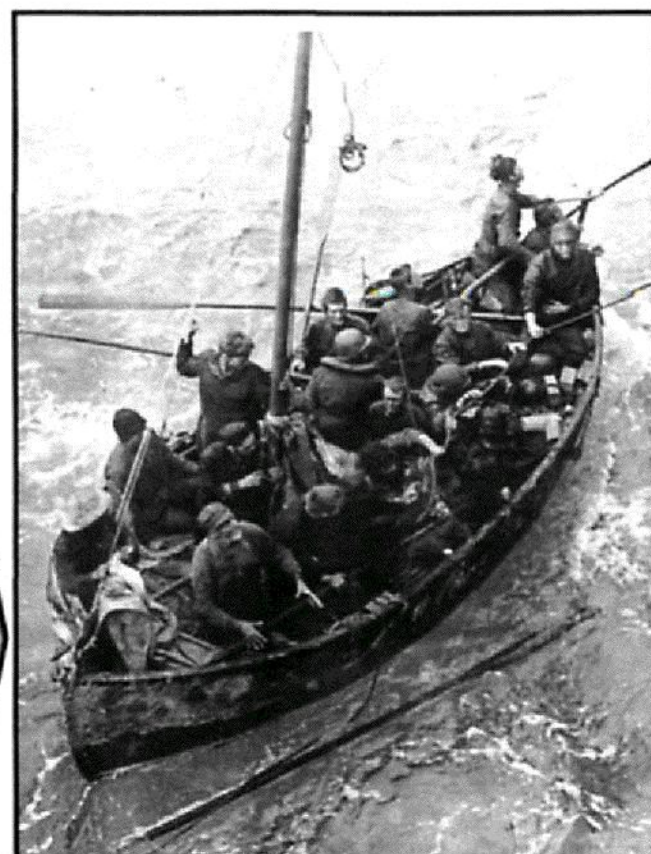
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Guns trained on survivors

REGARDING the letter of thanks from a survivor of the SS Peter Silvester to HMS Activity (February issues), I was QM aboard Activity and remember the rescue vividly.

Our 4-inch guns were trained on the boat as we thought it might have been a decoy for a Jap submarine. After the rescue the boat was sunk by our gun crew.

The photograph shows us picking up the 20 survivors from the American ship off the Australian coast after they had been adrift for 22 days. — F. Garbutt, Doncaster.



Thanks to persons unknown

THIRTEEN former shipmates of the German Navy rescued in the morning of 23 January 1945 from rafts after blowing up their wrecked E-boat (S199 of the 8 Schnellboot Flottille) operating near Tongue Sand Ford in the Thames Estuary want to say thanks again to their unknown rescuers.

It was a minesweeper or trawler crew who picked us up. We were treated as real comrades before being handed over to the Army as prisoners in Great Britain until 1948.

We have been unable to find the names of our rescuers although we have been searching for them for several years — but we would like at least to express our respects to all the shipmates in the Coastal Forces of the RNVR.

We do hope that wars shall never again spoil the maritime fellowship of our nations. — H. Quistorp, Wachtberg, Germany.

● An E-boat surrenders at Felixstowe, May 1945 — from Air Sea Rescue in

World War II — A First-Hand Account of the Royal Navy North Sea Rescue Motor Launches by Alan Rowe (Alan Sutton Publishing £12.99).



Neptune's nasty jolt

IT has recently come to my attention that HMS Victory had a collision or was rammed in Portsmouth Harbour in or just before 1904.

Evidently she was in grave danger of sinking and was saved from this ignominious end by a Mr W. Gand, who I understand received some sort of award for the service.

Can anyone shed any further light on this matter? — L. Colwill, Croydon.

HMS Victory was rammed at her moorings in Portsmouth Harbour in 1903 by the cruiser HMS Neptune, whose steel bow ram pierced her side at the spot where Nelson died. She was immediately docked to prevent her sinking and after repairs was moored again at her usual buoys on the site of the present Gosport terminal of the Harbour ferry.

The incident highlighted the fact that the ship's timbers were by then so rotten that she might easily have foundered of her own accord and thanks to an appeal by the Society for Nautical Research she was eventually removed to her present home in Portsmouth's historic No 2 Dock. — Ed.

Letters

'Wobble proof' curtseys

I WAS "officer performing navigating duties" in Nereide, wearing a very new second stripe, during the 1948 Royal tour of South Africa.

I remember it was brought to the attention of C-in-C South Atlantic that the Squadron's ladies were much exercised over how to do a curtsey in a formal ankle-length gown without going base over apex — and so he ordered the Squadron Gunnery Officer and HMS Nigeria's Chief Gunner's Mate to devise a drill for a "wobble-proof" curtsey.

The CGM consulted his chum the Colour Sergeant RM and preliminary trials were conducted in the Chiefs Club using their Distaff family members and in due season the CGM, using the Colour Sergeant as his model, duly presented the drill to the Admiral for his approval.

I recall being told that the drill sessions in Admiralty House were worth a guinea a minute — with nary a smile anywhere.

The drill was as follows: Place the feet one behind the other as if walking along a tennis court line — left foot first with the right about six inches behind, toes pointing to about 11 o'clock, i.e. to the left of the line.

Transfer weight to the left foot and keep it flat on the ground throughout the manoeuvre.

Bend the knees allowing the right heel to rise and using the ball of the right foot for balance.

Let the right knee go behind the left knee and under the left thigh, thereby 'locking' the position. Incline the head forward for balance and do a Margot Fontaine with the hands ... A. Algar, Bexhill-on-Sea.

Smalltime Sheilas

I WAS a member of the WRANS between 1963-67 and I was recently given some back numbers of Navy News. I was fascinated to read about the opportunities available to Wrens these days.

I was a Radar Plotter and when I joined there was one PO, three L/WRs and seven WRANS and a handful of recruits — and that was our entire complement!

If we were very lucky we might be able to do a Nav Yeo badge which gave us 12c extra a week and an awful lot of extra work in the chart room.

We couldn't stay in after we were married and there were no technical officers.

In the RP branch the highest rank was PO and mostly we manned the central tower at the NAS or the Anti-submarine Schools, with one or two at Navy Office. — S. Hancock, Timperley, Cheshire.

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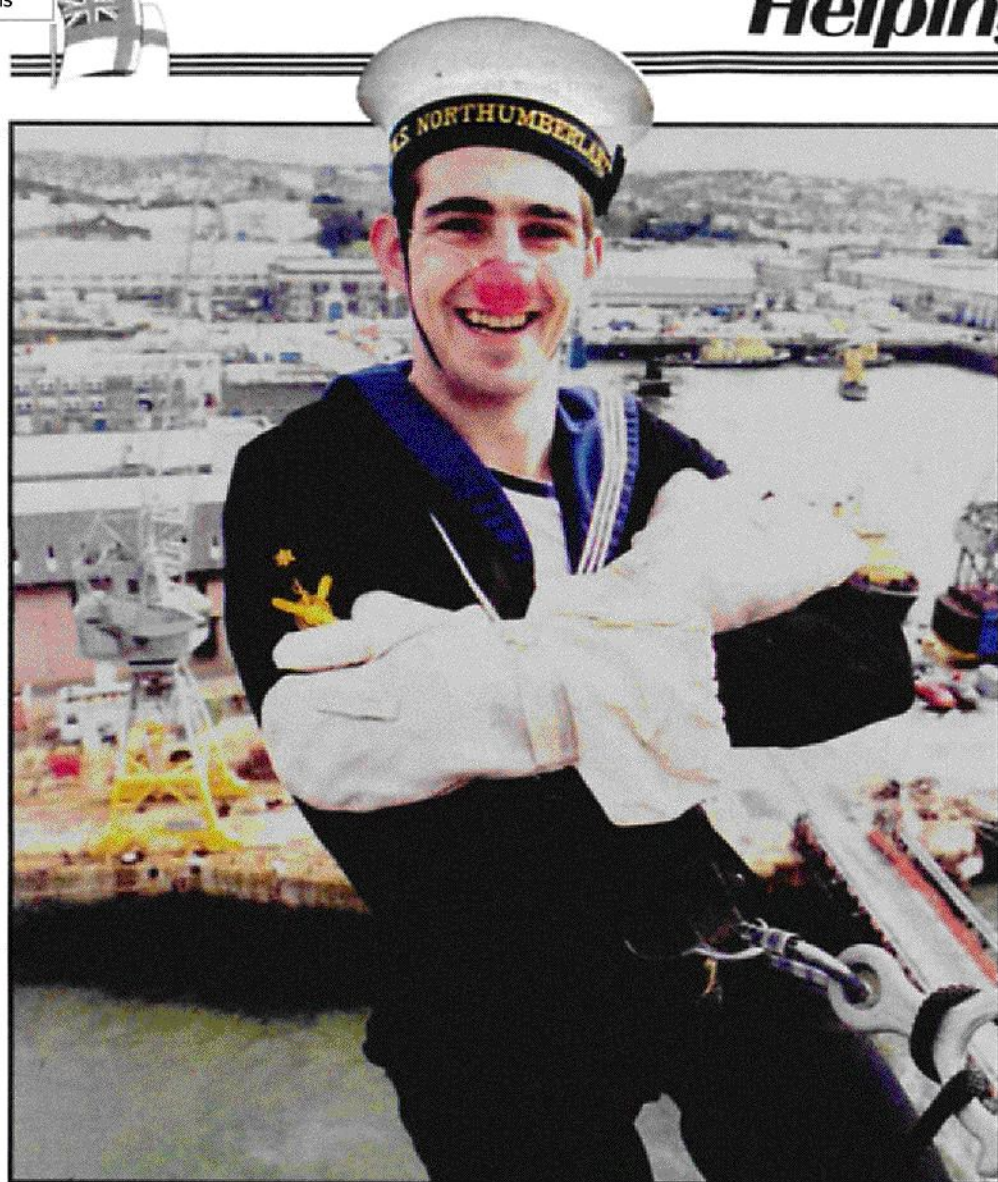
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A nose by any other name

RED noses were a prominent feature of the Fleet as RN ships and establishments made their usual all-out effort for Comic Relief.

Fund-raising events included a death-defying abseil down a Devonport Dockyard crane by sailors, from HMS Northumberland; a bike ride to Nottingham by HMS Nottingham ship's company; a 'rowathon' by HMS Renown at the Clyde Submarine Base Sportsdrome; and a 'no option' car wash enforced at RN Air Station Culdrose.

● 'Nosy' AB 'Scouse' Barratt prepares to get a bird's eye view of Devonport.

Sky diver Gus does it again . . .

ONE of 72-year-old Gus Britton's sponsored parachute jumps has raised £6,000 for the Royal Navy Benevolent Trust.

Ex submariner Gus is a researcher at the RN Submarine Museum, Gosport — which added another £1,000 for the RNBT's Submarine Memorial Fund, to be divided among ex-submariners and their dependants in need.

He has lately made another jump in aid of RN and Merchant Navy men suffering hardship as a result of their experiences during the World War II Russian convoys.

□ □ □

Young gymnasts at Helston Swallows Club received £250 worth of new equipment from RN Air Station Culdrose's Gazelle Helicopter Display Team.

□ □ □

A Shrove Tuesday pancake race at BRNC Dartmouth raised £130 for the Save the Children Fund.

□ □ □

Six months of dieting by three members of HMS Exeter's ship's company on Gulf Patrol collected £1,500 for RN

Hospital Haslar's KIDS charity, which helps fund recreation and education for children with learning difficulties.

□ □ □

Nebulisers used to treat children suffering from asthma at St Mary's Hospital, Portsmouth were bought with £700 raised by a 24-hour darts marathon in HMS Nottingham.

□ □ □

Fifty-two sailors from HMS Iron Duke raised £1,000 for Hull Royal Infirmary while the

Type 23 frigate was on South Atlantic patrol duty in a sponsored run from Stanley, capital of the Falklands, to Mount Pleasant Airport.

□ □ □

HMS Nelson Dental Clinic staff put the bite on local companies for raffle prizes — and raised over £500 for The Rowans Hospice, Purbrook.

Variety honours Victory

HMS Victory has been awarded a Variety at Work Certificate by the Variety Club of Great Britain "in recognition and with heartfelt thanks for your kind-hearted support of sick, disabled and disadvantaged children."

Children supported by the club have enjoyed free tours of Nelson's flagship at Portsmouth for many years.

Bottle in Britannia

HM Britannia now has the message in a bottle being passed around HM ships in aid of the Exeter Centre for Disabled People, having totalled 15,702 nm in three HM ships.

Participating ships are asked to forward cap tallies to the Centre at 1 Wynards, Magdalen Street, Exeter so that a 'Roll of Honour' can be compiled.

Altar-ation dedication

DURING 42 Cdo RM's current tour in South Armagh unit carpenter Martin Davey spent a month restoring a 100-year-old altar in a tiny church just over the border.

Ducking at Drake

FOR the third year running HMS Drake hosted the National BT Swimathon, this time raising over £500 for charity.

The 5000-metre timed swim — 200 lengths of Drake's pool — was won by the PT Department in 1 hr 19 min 23 secs.

Europe's largest swimming marathon was held in over 500 pools throughout the United Kingdom.

Only individual entry was by Wren Dee Anstice who finished in 2 hrs 16 min 10 secs.

Meanwhile an all-female team of swimmers at HMS Osprey raised £316 for Cancer Research after swimming 2500 metres in relays.

The oak altar at Bush Parish Church near Carlingford was almost black with age and Martin had a long job painstakingly rubbing it down to bring out the beauty of the grain.

Parishioners had spent £40,000 on repairs to the medieval church — but the altar had been overlooked until the Marines asked Church of Ireland Rector, the Rev Mervyn Kingston if there was anything they could do to help.

"They removed the altar to their workshops at Bessbrook and it took a lot of dedication to get its timbers back into shape," the Rev Kingston said.

"I know the parishioners will be delighted with the craftsmanship shown in restoring it."

Mermaid in SAR flight

CULDROSE-BASED 771 Search and Rescue Squadron have done some pretty strange missions — but they've never been asked to pick up a mermaid before . . .

Still, they were happy to fly 17-year-old Lucy Kean — complete with fishy costume — from Penzance to St Michael's Mount to launch the Mermaid Appeal to raise money for a Cornwall Breast Care Centre.

This is to be sited at Treiske Hospital as a dedicated unit for the diagnosis, management and support of patients with all forms of breast disease and should be open by the end of next year.

St Dunstan's at eighty

'Navy Lark' actor Jon Pertwee will launch a First Day Cover to mark the 80th anniversary of St Dunstan's, the organisation for blinded ex-Servicemen, at Marks and Spencer Marble Arch branch on May 2.

The cover, priced at £5 with all proceeds going to St Dunstan's, features a drawing of an attempt by a St Dunstaner on Mount McKinley in Alaska later this year.

Tel 0171 723 5021 for details.



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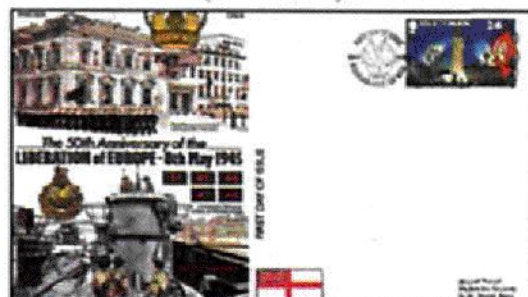
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The Royal Naval Philatelic Society is to issue a limited edition of first day covers to commemorate the 50th Anniversary of the Liberation of Europe, May 8th 1945.

These exclusive and attractive souvenir items which take the form of Naval Historical Documents with a philatelic emphasis will be issued in the ISLE of MAN and will feature specially issued "Liberation of Europe" stamps together with an appropriately designed handstamp.

Each cover will incorporate interesting photocards and associated text focusing on the commemorated event. Only 2500 of these Covers will be issued.

For further details of this cover and membership of the Society please contact:

Royal Naval Philatelic Society, 19 College Road, HM Naval Base, Portsmouth PO1 3LJ. Tel: 01705 820921

ROCK STARS

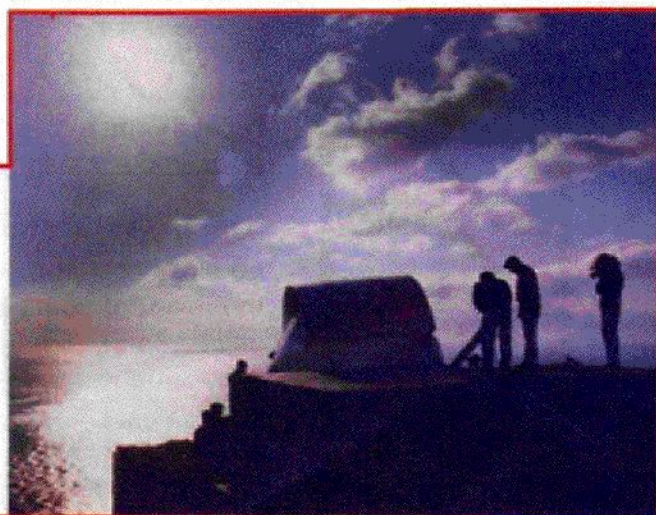
STARGAZERS on the Rock have a new perspective of the heavens, thanks to the men of the Gibraltar Squadron.

Having found a site for an observatory, built the base and bought a telescope, the Gibraltar Astronomical Society needed help to fit the dome.

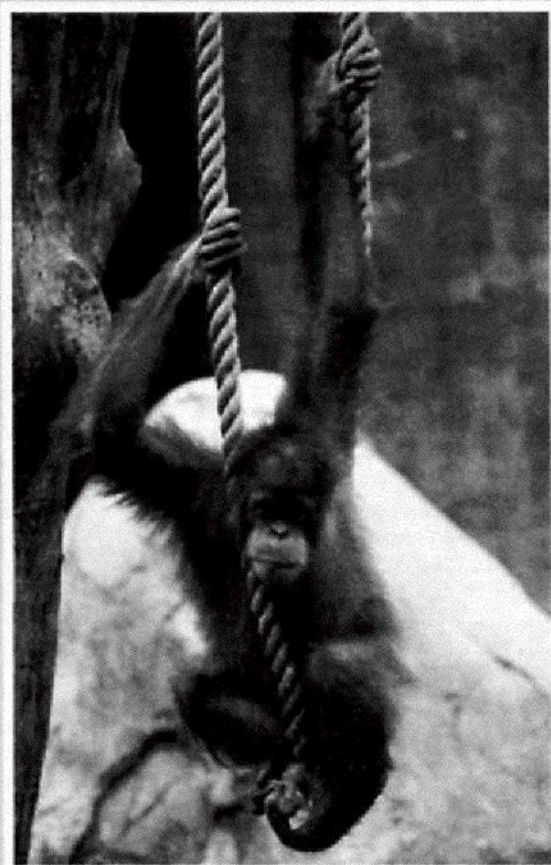
For, thought perfectly located for studying the skies, the site was awkward to get at.

So the Navy supplied the muscle under the direction of Lt Cdr David Bryant.

● The new dome is edged into place, looking out across the Straits.



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Christian Names	Service No.
Rank/Title	Date of birth
Service Type	Navy <input type="checkbox"/> Army <input type="checkbox"/> RAF <input type="checkbox"/> Other <input type="checkbox"/>
If Other, please state	
Pay band	Class
Marital Status	Married <input type="checkbox"/> Single <input type="checkbox"/> Divorced <input type="checkbox"/> Separated <input type="checkbox"/>
Previous Surname	Number of dependants
Unit/HM Ship or employer's address if not HM Forces	
Postcode/BFPO No.	
Tel. & Ext. No.	
Home Address	
Postcode	
Tel. No.	
Please indicate address for correspondence	
Unit / HM Ship / Employers <input type="checkbox"/> Home <input type="checkbox"/>	
Do you occupy your home as:	
Owner <input type="checkbox"/> Tenant <input type="checkbox"/> With parent <input type="checkbox"/> Forces Accommodation <input type="checkbox"/> Other <input type="checkbox"/>	
How long at this address? Years Months	
Previous Address (if less than 3 years at present address)	
Postcode	
Name and Address of Next of kin:	
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Full Address	
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If you are being posted please advise:

Next Unit	
Address	
Postcode/BFPO No.	
Date of Tour	From To
If already serving overseas, give your tour expiry date	

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Date due to leave the Forces or date civilian contract expires	

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Cash price of car & any accessories	£/Dm
If you have already paid a deposit please state amount paid	£/Dm
Trade-in allowance (if any)	£/Dm
To whom paid	Naafi <input type="checkbox"/> Other <input type="checkbox"/>
Total deposit proposed	£/Dm

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Please enclose proof of income (Note - this will not be returned to you)	
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Partners Net Income after tax	£ per month
Other Income	£ per month
Total Monthly Income	£ per month

YOUR OUTGOINGS

Total monthly outgoings	£ per month
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Signature	Date
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22 ships deployed to mark VE Day

THOUSANDS of Royal Navy personnel and 22 ships will be involved in VE Day commemorations. In Plymouth, the 50th anniversary of the end of the war in Europe will be marked on Sunday May 7 with a service of remembrance in St Andrew's Church and on the following day there will be a programme of events on Plymouth Hoe.

For five days from May 5 the frigate HMS Argyll will be on the Armada

Buoys dressed overall by day and floodlit by night, and on May 8 the QE2 will be in Plymouth Sound.

The Theatre Royal plan a free, open-air extravaganza "Out of the Rubble" which will include a fireworks display. Dancing and other celebrations are expected to go on until the early hours. A parade on May 6 will include an RN Guard from HMS Exeter and Royal Marines from the Commando Training Centre at Lympstone.

Almost 200 naval personnel will be taking part in the major events spanning the Bank Holiday weekend in London. Meanwhile, HMS Chatham will be visiting St Petersburg with Flag Officer Surface Flotilla, Vice Admiral John Brigstocke, embarked.

Weymouth is boasting the largest VE Day street party — an open-air lunch for 5,000 people along the seafront on May 7. The next day over 500 military and ex-Servicemen will take part in a parade and a thanksgiving service.

On May 5 a Victory Ball at the Cafe Royale in London is being staged by

SSAFA for 500 veterans and 3,000 younger guests. Tickets are £40 per head. For details call 0171 931 8849.

At Greenwich the National Maritime Museum will open its 20th Century Sea Power Gallery free of charge, and a special "reminiscence workshop" is being held for the deaf (information on 0181 312 6747).

The Christian charity Toc H is inviting people across the country to hold a short vigil between 11.30am and 12.30pm to "Share the Peace," repeating the event on August 15.

A VE Day dance is being held on May 6 in the Heritage Centre, Portsmouth naval base, proceeds going to The Elizabeth Foundation for Deaf Children. The event is being held in No.7 Boathouse from 2000 to 09100. Tickets at £15 each include supper and a subsidised bar. Inquiries to 01329 283611.

The Cancer Relief Macmillan Fund will benefit from sales of a specially designed silk tie and scarf commemorating the victory. The tie costs £10.99 and the scarf £19.99 and are available from the Imperial War Museum gift shop.

Call-out changes planned for RNR

NEW POWERS to allow the call-out of Reserves for humanitarian and peacekeeping operations are among the major proposals in Government draft legislation for the Reserve Forces.

The consultation document titled "Strength in Reserve" is the first substantial revision of the law on Reserves for almost 30 years.

The main provisions foresee two new categories of Reservists — the High Readiness Reserve (HRR) and Sponsored Reserves.

Members of the HRR will have volunteered, with their employers' consent, to accept an increased liability for call-out to take part in operations such as disaster relief and peacekeeping. They will be personnel likely to have skills in short supply, such as linguists and public information specialists. The HRR is expected to be small — no more than 5,000 for all three Services.

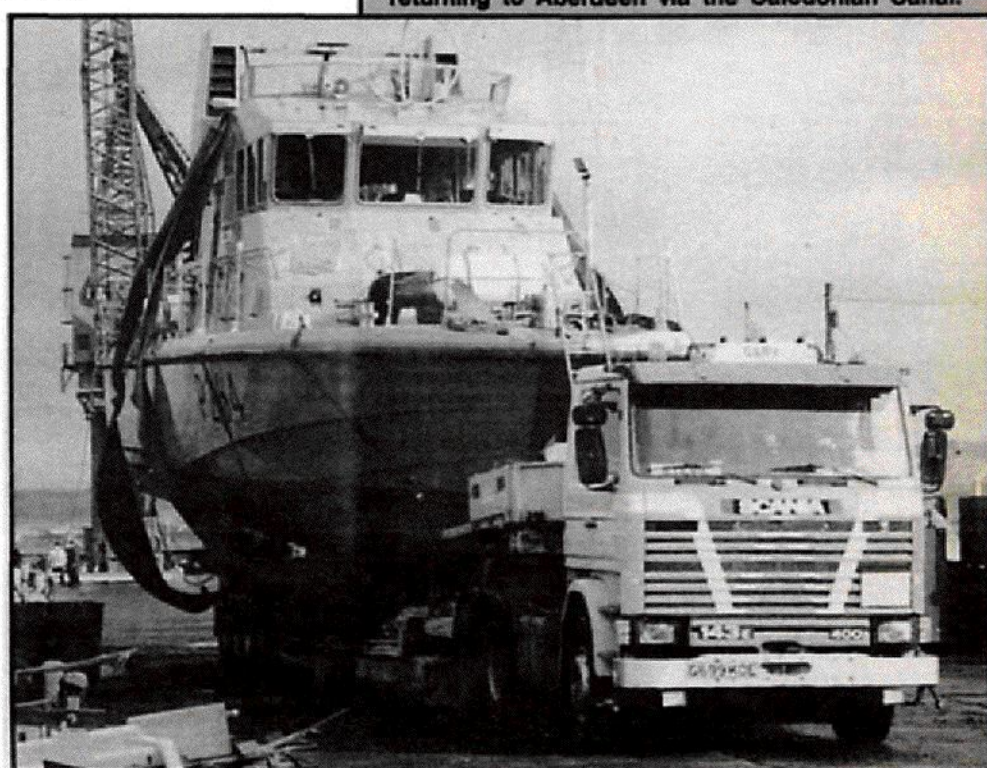
Contract

Sponsored Reserves would allow some support tasks to be let to contract; members of a civilian workforce could volunteer to become Sponsored Reserves and accept special call-out liabilities to serve in an operational area.

Reservists would be allowed to volunteer to undertake tasks other than training. This would be on a part-time basis — such as answering the needs of disaster relief at home — or full-time work involving longer periods of continuous service.

New powers are envisaged to make payments to Reservists if, on call-out, their military pay is less than their civilian salary. Employers, too, would be compensated for having to hire temporary staff through employees being called away.

As a safeguard there will be new formal rights for Reservists and employers



Entente in survey

HEAD of the Russian Hydrographic Service, Vice Admiral Anatoly Komaritsyn, has paid a week-long visit to Britain at the invitation of the Hydrographer of the Navy, Rear Admiral Nigel Essenhigh.

Admiral Komaritsyn arrived in Portsmouth on board the Russian survey ship Sibirskov. His presence in Britain highlighted the fact that the UK, Russia and the USA are the

only three countries which produce marine navigational charts for the whole world.

Hydrographers of the Royal Navy and Russian navy have worked closely for years — even at the height of the Cold War, and during his stay Admiral Komaritsyn discussed advances in survey equipment. He also met the First Sea Lord, Admiral Sir Benjamin Bathurst.

Sea King lifts 6 to safety

A ROYAL NAVY Sea King helicopter from Portland plucked six injured ferry passengers from a liferaft after they had escaped from the Jersey-Sark ferry.

The catamaran ferry Saint Malo went aground shortly after leaving Jersey and began listing. When the passengers abandoned the vessel some were hurt when they jumped into the liferafts.

When the Sea King arrived on the scene, the crew winched up the injured passengers from one of the liferafts which was on the verge of going aground. The casualties were landed at Jersey and taken to hospital.

VIP send-off

SHIP'S sponsor Lady Callaghan gave HMS Battleaxe a warm send-off on the eve of the frigate's departure for duty in the Adriatic.

She and Lord Callaghan visited the ship at Portsmouth on April 19 to meet members of the ship's company.



Mine ships leave for Med

FOUR minehunters from the Second and Third Mine Countermeasures Squadron were due to leave UK on May 4 for a three-month deployment to the Mediterranean. HM ships Inverness, Walney, Brecon and Hurworth (pictured manoeuvring together in the Firth of Forth), will be operating as Britain's MCM On-Call Force.

For those in peril..

Disaster at sea can strike at any time. But life ashore has its disasters too — when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund looks after Royal Navy and Royal Marines widows and orphans from two World Wars and the Falklands Campaign to the present day. It is also the vital safety net for the many organisations serving the Merchant and Fishing Fleets. Every year, some 80 or more maritime charities receive around £2½m in help from KGFS.

Sadly, the need continues to grow and we need your help to continue caring for the sea's victims in the years ahead. Please support us with your donation now, and please remember KGFS in your Will.



KING GEORGE'S FUND FOR SAILORS

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News from South Africa



'Death dance' soldiers are not forgotten

THE QUEEN has paid tribute to hundreds of South African soldiers killed in one of the worst sea disasters of the first world war.

During her visit to Soweto she unveiled a memorial stone for the 650 men drowned as the RMS Mendi went down off the Isle of Wight.

The doomed men, including Swazis and Zulus, stamped a defiant dance of death after the fatal collision with the packet steamer SS Darro in February 1917.

The loss of the 4,230-ton RMS Mendi is still remembered in South Africa, and the memorial marks the courage of both victims and the 200 men who survived.

War graves

During the week-long state visit Her Majesty also visited Cape Town's commonwealth war graves. South Africa lost 22,000 men in the first and second world wars.

It is the Queen's first visit to South Africa since she celebrated her 21st birthday in Cape Town in 1947.

Then, the young princess was accompanied by George VI,

Queen Elizabeth, now the Queen Mother, and Princess Margaret.

That state visit lasted three months and the Royals sailed all the way from Britain on the battleship HMS Vanguard.

Sunny spell for ice ship

AFTER the frozen wastes of Antarctica, ice patrol ship Endurance found Cape Town the ideal place to thaw out.

Sunshine, spectacular scenery and the chance to relax with family and friends prompted sailors to describe it as "The best run ashore ever."

Endurance's ice breaking skills were of great interest to the South African Navy and the ship's Lynx helicopters put on a number of impressive displays for the SAN and the public.

After five months at sea the eight-day break was well deserved and Endurance is now on her way home.

While the Queen attended a state banquet in her honour at Cape Town, The Royal Yacht Britannia graced the city's waterfront complex to the delight of thousands of residents and royal wellwishers.

Britannia's Lt Cdr, Bosun, Tom Suddes keeps alive a 332-year-old British tradition — Punch and Judy. Meeting them for the first time are local children Tjaart vd Walt (left) Hendro Buchart and Nicola Hendricks.



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Lt Cdr Bob Avis (King Alfred) and WSEA Christine Mackenzie (Eaglet)

New faces join HMS Brilliant

AT FIRST glance the personnel in these pictures could be members of any ship's company conducting their specialist skills onboard.

They were recruited at their regional careers offices, undertook training at RN establishments, completed the Basic Sea Survival Course before joining the ship and require to complete her Task Book, but for the majority of the year they are civilians.

They are all members of the Royal Naval Reserve attached to the RNR units King Alfred, Flying Fox and Scotia undergoing sea training along with 24 other Reservists in HMS Brilliant.

Since March last year over 400 RNR officers and ratings have undertaken similar training in RN ships, which has taken them to locations in the Mediterranean, Caribbean and recently Cape Town, with more opportunities to train alongside their RN counterparts being made avail-

able in the future.

The RNR is undergoing changes to meet its new dynamic and more flexible role of supporting the Royal Navy. Many RNR Units have closed, the RNXS has disbanded and Functional Employers of Reservists have taken the task of utilising and training the leaner number of skilled personnel as an integrated part of the service.

Enthusiastic

Accommodation for large number of Reservists at sea is found from the vacated bunks of advance maintenance parties from ships returning from deployment. After they have completed a period of initial Reserve sea training on board they can then volunteer to backfill gapped billets of personnel on advance leave and become enthusiastic, integrated members of the ship's company.

With this new resource of keen and willing workers the ship also benefits; HMS Newcastle and Broadsword who also hosted RNR training last year praised the volunteers at sea with complimentary quotes of "enthusiastic and quick to adapt" and "re-



Above: RO1 Stephen Wright (Scotia) and RO2 Judith White (Cambria) under instruction.

Right: WRO Julia Tetley (King Alfred) takes aim.



ducing the workload for the remaining ship's company".

These training periods are not limited to main surface ships with Reservists being found in Royal Fleet Auxiliary ships, merchant ships and some mine warfare specialists in mine hunters as augmentees. Although their eventual primary role in crisis would be performed in ships taken up from trade all these training periods are of invaluable benefit to the Reserves who all have sea liability.

The RNR's new role — P10

● If you are interested in the RNR and have time to spare, contact your local training centre or write to Director Naval Reserves (P3R), Victory Building, HM Naval Base, Portsmouth, PO1 3LS.



AB David Lockyer (Flying Fox)

BRITANNIA PUTS YOUNG OFFICERS TO THE TEST

THE FIRST New Entry Training Course to be held at Britannia Royal Naval College, Dartmouth, has been completed by six junior officers of the RNR.

Five sub lieutenants and one nursing officer completed the two-week course during their annual training period and were integrated completely with the RN young officers under training at the college.

The officers, a solicitor, an architect, a physiotherapist, a nurse, an undergraduate and a software engineer, represented the RNR units King Alfred, Forward, President and Scotia.

The training covered seamanship, navigation, leadership and general naval knowledge in the classroom and at sea on board HMS Orwell, the

Dartmouth navigation training ship based at the College. They practiced coastal navigation, swimmer of the watch duties as well as bridge watchkeeping.

During the leadership phase the team carried out practical tasks on the River Dart and in the college grounds and finished with a two-day exercise on Dartmoor during which they marched, with all their equipment, for a total of 30km.

The trek, in typical Dartmoor weather, was punctuated by numerous practical tests of leadership which included getting themselves

and their equipment across rivers, claypits, down rock faces and across chasms.

Overnight they lived in the open, constructing a bivouac from ropes and a tarpaulin. The architect supervised the operation and constructed what one staff instructor described as something slightly smaller than the average semi!

The RNR officers enjoyed the course and felt that they had benefited greatly from it. RNR New Entry Training at Dartmouth is now to be a regular event each term, with the next course due to join on July 2, 1995.



Leadership is put to the test on a two-day, 30 km march over Dartmoor. From left: S/Lt Darkins, Nursing Officer Brampton, S/Lt Morgan, S/Lt Magnay and S/Lt Vessey



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new outfit takes charge of housing

A BRAND new organisation has been created to take charge of all aspects of housing for the Navy, Army and Air Force.

The Defence Housing Executive aims to offer a better service to personnel by making its organisation more responsive to their needs.

Line management control has passed from Headquarters to seven regional controllers and 25 area managers. The procurement of new IT systems should allow

more efficient management of property and help with the introduction of single-service procedures and processes.

Managers in the new organisation have been appointed from existing, experienced staff to ensure continuity of service while the changes are being implemented.

The DHE is now directly responsible for:

- Allocating accommodation and day-to-day management
- Managing irregular occupants
- Planning and commissioning upgrades as well as maintaining existing homes
- Dealing with surplus properties

The changes will take a little time to put into effect and at first little will seem to have changed. In fact, the first sign will be the issuing of a tri-service licence to occupy.

Additionally, certain ongoing activities such as major development works and the provision of carpets and curtains will not be taken over until the DHE has reviewed the best way to deliver them.

But staff at HQ, regions and areas are committed to making the DHE a successful organisation, dedicated to the service of the families who occupy the homes.

If you have any questions about the Defence Housing Executive or require information on any aspect of its work contact Jean McMahon at the DHE on 0171 217 3770.

More bunks for Beaver

EXTENSIVE conversion work in HMS Beaver means the ship can put young officers through their paces wherever she is deployed.

Beaver's below decks storerooms have been turned into a 24-bed bunkroom for students from Britannia Royal Naval College, Dartmouth.

The Type 22 Frigate deploys to all parts of the world, including the Gulf and the Adriatic, and young officers can now join her to gain experience and be tested in realistic conditions.

Double celebration for HMS London

SAILORS from HMS London had plenty to smile about with the completion of a major refit and the presentation of a prestigious award.

A double celebration was held where the ship was rededicated by her sponsor Dame Mary Donaldson, and presented with The Wilkinson Sword of Peace.

The award was made for London's tireless effort in supporting the local community during a visit to Durres in Albania.

The ship's company worked

flat out in the town's hospital and orphanage improving facilities and helping with vital renovation.

The ship's flight also played their part by helping the charity 'Feed the Children' to distribute supplies to remote mountain villages.

The Wilkinson Sword was immediately put to good use by Dame Donaldson and AO-M(AW) 1 Ray Holding (youngest member of the ship's company) who used it to cut the rededication cake.



Dame Mary Donaldson, sponsor of HMS London, talks to AWOM(AW) 1 Tarrell Lewis. Picture: LA(PHOT) Gary Hay



Patient Roy Longbottom enjoys the attention of LNN Julie Wass (middle) and NHS sister Marion Bamsey. Picture: LA(PHOT) Gary Hay

Stonehouse hospital's fate decided

THE FUTURE of Royal Naval Hospital Stonehouse in Plymouth looks settled with its sale to property developers Peaston.

The Peaston Group has a particular interest in providing residential and academic space to universities and colleges.

The company says it is committed to achieving new uses for the site without sacrificing the hospital's unique setting and historical background.

Plans for the site include provision for commercial, residential and health uses.

Peaston is also interested in the regeneration of the Royal William Yard and the proposed sale of the RN Engineering College at Manadon.

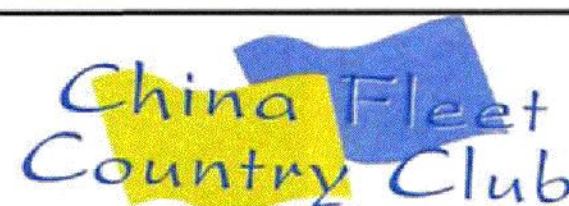
- The hospital's name will live on with the opening of a Stonehouse ward at Derriford Hospital.

Calling all WWII medics

A SERVICE to commemorate the work of armed forces medical, nursing and dental services during WW II will be held at St Clement Danes' Church, The Strand, London WC 2, at 3pm on Wednesday June 14.

Anyone who served with them, or has reason to be grateful to them, will be most welcome.

The service will be taken by the Rt Revd Maurice Wood, Honorary Chaplain to the Commando Association.



BUILDING work has started on a £1.5m expansion for Sal-tash's China Fleet Country Club.

The expansion will provide a much-needed creche and play area, enlarged fitness suite, lounge bar area, office space and dance studio. The club expects building work to be completed by the end of the year.

General Manager, Ex Chief Medic Dave O'Sullivan, said: "This development will make the China Fleet Country Club the best of its kind in the west of London."

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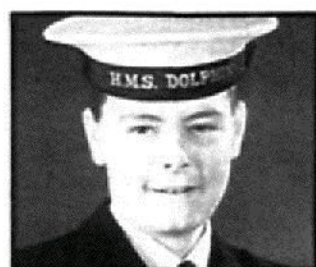
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PUBLIC SPIRIT WINS AWARD



A WREN who did her best to help a man discovered lying beneath a train has been presented with an award by the Ashby Charitable Trust, a fund set up by a philanthropist to encourage altruism on public transport.

AW(R) Julie Robertson, then serving at HMS Warrior, arrived with a friend at North Harrow tube station, where a French couple appeared in some distress. By lying down on the platform, Julie could see they were indicating a man between the train lines curled up in the foetal position.

While her friend called the emergency services, Julie attempted to have the power to the lines switched off and also to clear a path through the on-lookers so the ambulance men could reach the victim. Sadly, the man died before anything could be done.

For her attempts to help him, however, Julie has received an engraved silver salver and £600 in travel vouchers.



HEAD GIRL

HATS off to Wren Aircraft Handler Jenny Ennis whose active life has given her a fair choice of headgear.

As a member of the ship's company of RN air station Culdrose her daily wear includes a cap with HMS Seahawk cap tally. But as a member of Culdrose's fire station crew she is also called upon to don a helmet when on fire-fighting watch duties.

A former Sea Cadet and Sea Cadet Corps instructor back at home in Northern Ireland, Jenny was keen to continue her involvement after joining the Royal Navy in 1993, and her third title is the Petty Officer (Sea Cadet) cap she wears as an instructor for the Penryn unit, TS Adrian.

Chefs swop notes

MAITRE chef des cuisines at the Berkeley Hotel, Mr John Williams, and LCK Chris Ferrier of HMS Berkeley exchange souvenirs in the kitchen of the top London hotel.

The occasion was the wardroom mess dinner of the Rosyth-based mine countermeasures vessel, HMS Berkeley, which has a long-standing affiliation with the hotel.

The mess dinner was the first of its kind staged by the hotel and the guests included Admiral Sir Robert Gerken and his wife, Anne, the ship's sponsor, and M. Jean-Jacques Perant, the hotel's general manager.

Lt Cdr Bob Stewart, CO of HMS Berkeley, hopes to host a party of hotel staff on board this summer.



People in the News

WAR MEDAL PRESENTED

THIRD of three wartime sinkings survived by Mr Marcus Graham was that of HMS Prince of Wales, whose commanding officer, Capt. J. C. Leach was lost with the ship.

Now Capt. Leach's son, Admiral of the Fleet Sir Henry Leach, has presented Mr Graham with a war decoration ... 38 years after he was first entitled to it.

The Admiral made the presentation at the London headquarters of St Dunstan's, the charity working for men and women blinded in the Services. Admiral Leach is chairman of St Dunstan's and Mr Graham a recent member. He joined in June last year, his sight having deteriorated gradually since wartime damage.

The medal handed over was the Volunteer Reserve Decoration. First entitled to wear it back in 1957, Mr Graham had not realised he had to apply for it.

In 1937 at the age of 19 he joined RNRV Mersey Division with which he remained until 1950 when his firm, Harrisons Shipping Company of Liverpool, sent him



Admiral Sir Henry Leach presents the Volunteer Reserve Decoration to Mr Marcus Graham.

to the West Indies.

In 1939 he was embodied into the Royal Navy, serving mainly at sea throughout the war. The other two ships whose sinkings he survived were HMS Stork and HMS

Pelican.

He went on to complete the Long Gunnery Course at HMS Excellent and was one of the few RNRV officers at the time to qualify as a gunnery officer.

Selfless steward risked his life



STD Gary Powell

WALKING with his young family around Porthleven in Cornwall, STD Gary Powell watched in horror as a large breaking wave swept a man and child into the sea. Seeing the man was in difficulty he plunged in after him.

Gary battled against the high sea whipped up by strong winds and was repeatedly taken under by the force of the waves.

Despite valiant attempts to save the man and boy, he could not do so and at last was knocked semi-conscious by being thrown against the harbour wall. Rapidly becoming overwhelmed, he was hauled to safety. Sadly, the man and child were lost.

Gary's complete disregard for his own safety in diving in after the pair has earned him a Commendation from Commander-in-Chief Fleet, Admiral Sir Hugo White, and a Royal Humane Society Bronze Medal, which was presented to him by Flag Officer Naval Aviation, Rear Admiral Ian Garnett at a "wings" ceremony at RNAS Culdrose.

Other prizes were awarded by FONA to S/Lt Steve Thomas (Louis Newmark Trophy for best flying student), Lt Iain Macfarlane (Fairchild Hiller Trophy for best groundwork) and Lt Iain Cameron (Westland Trophy for best student overall).

The Lewis Trophy for best observer completing advanced flying training was presented to S/Lt Paul Morrison by Mr John Lewis, and A/LACMN John J. Walker collected the Vickers Trophy for attaining best marks on the basic sonar course.

"Good Show" awards were presented by Admiral Garnett to Mr John Ellis and AEM Gary Steele.

A civilian avionics fitter employed on 705 Squadron, John showed speed and vigilance in helping to prevent a serious accident to one of the squadron's Gazelle helicopters, while similar vigilance shown by Gary, then serving in RFA Argus, highlighted a potentially dangerous fault developing in an aircraft.



The wounds that don't show

They used to call it shell-shock. Now it's called combat stress. It is a terrifying affliction. It takes many forms, but usually it is caused by shock, the shock of an exploding shell, the shock of a bomb.

The Ex-Services Mental Welfare Society helps those men and women from all Services whose minds have been affected by repeated hostile actions. From Ireland, the Falklands, both world wars and from many actions in between.

We help by providing advice, Treatment Centres and, for really bad cases and for those without a family, a place in our Residential Home where they can live out their days in caring, friendly comfort. We need your help most urgently.

They tried to give more than they could. Please give as much as you can.

To protect those concerned, this is an amalgam of several such case histories of patients in our care.



EX-SERVICES MENTAL WELFARE SOCIETY

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Housing crisis averted

BATMEN Mr Trevor Williams, of Porthleven, and CPO Michael Ginnelly, Chief Bosun's Mate at RN air station Culdrose, put the finishing touches to over 300 bat-boxes.

When buildings at Culdrose were pressure-washed a colony of bats was disturbed. As a protected species, the bats had to be rehoused.

Two of the civilian's in Michael's team, Trevor and Mr Ronnie Gilbert, of Mullion, built the box-

es, using offcuts and bits of old inner-tubes for hinges.

The design is a winner and the boxes are now to be put up at suitable sites around Culdrose, encouraging bats to roost in them rather than in hangars and other airfield buildings.

It is hoped this will reduce the number of bats flying over the airfield, where they are in danger of being struck by aircraft, with disastrous results ... for the bats at least.



BLOW WITH NOAKES

ASSOCIATED better with the hornpipe, perhaps, presenter John Noakes was game to try a bosun's call during a visit to HMS Cornwall. OM(UW) Russ Kellow gave him a few pointers.

The former "Blue Peter" host was on board the frigate to record an edition of the BBC Radio 2 programme "Coasting with Noakes." It will be broadcast on May 9.

Picture: LA(PHOT) Gary Hay



IN BRIEF



People in the News

LT CDR John Hawley (Manadon), Dr S. J. Ashcroft and Dr M. A. Patrick have received the Denny Gold Medal from the Institute of Marine Engineers for their paper entitled "Diesel engine research for underwater applications."

□ □ □

EX-ROYAL Marine Neil Summers has been named Inventor of the Year and presented with a prize of £10,000 for his patented "Ultimate Back Stretcher", a device to ease back pain.

Mr Summers, who left the Services with chronic back pain, has since studied physiology at Springfield College, Massachusetts.

□ □ □

LT KERRY Straughan has been appointed First Lieutenant of Nelson's flagship, HMS Victory, becoming the first woman to have served in the world's oldest commissioned warship.

Kerry has moved just a few hundred yards from her previous work-place in Semaphore Tower, Portsmouth Naval Base, where she was Communications Officer on the staff of Flag Officer Portsmouth.

□ □ □

AN EXPED to the John Muir Trail in America led by Lt Mike Yates of HMS Heron has won the Naval Air Command Expedition of the Year Trophy.

The trail runs from Yosemite Valley to the summit of Mount Whitney. The 10-strong team of walkers managed to complete 140 miles' trekking through some of America's most beautiful — and difficult — terrain before freak blizzards forced them to stop.

Hosted in the USA by ex-POCA Clive Morris, who now runs The Jolly Sailor bar in Reseda, the team members were CPOCA Paul Harvey, PO Ian McCallum, Lt Cdr Barry Stonham, CPOCA Terry Carrow, LWSTD Cheryl Wilkinson, WCK Ailsa Weir, Lt Tom McAuslin, POW Val Hodgkinson and LWREN Sue Colbourn. The support party comprised Lt Cdr Chris Painter, CPO Don Pritchard and CPO Barry Whitehead.

□ □ □

THERE was champagne awaiting Lt Cdr Tim Nicholas, an instructor at RAF Shawbury's Central Flying School (Helicopters) when he completed the flight bringing up his 4,000th hour flying a military helo.

□ □ □

FORMER saloon car racing driver for Alfa Romeo and now builder of kit cars, S/Lt Alex MacColl (Culdrose) has proved himself as able in the skyways as the roadways. He has earned his Certificate of Competency as an air traffic controller.



Castle class!

DESPITE a background working mainly in the mechanical field, CPOMEA(P) Cas Castle rapidly gained the expertise of electronics-based systems that has allowed him to become a first-rate instructor on HMS Sultan's most modern simulator.

The Single Role Mine-hunter trainer is computer-based and it is no small feat that Cas has — largely off his own bat — become such a skilled instructor on this state of the art equipment.

He has also arranged to "ride" Sandown-class ships conducting trials to enhance his knowledge of the class. For his dedication and the inspiration he provides for others of mechanical background, Cas has been presented with a Herbert Lott Award.



Picture: PO(PHOT) Fez Parker

DOUBLE DEAL

TWO members of the ship's company of USS Essex, recently serving off the coast of Somalia, boast Limey accents and share the same home town. One is Capt Stephen Reynolds RM, on exchange with the US Marine Corps, and the other Chief Warrant Officer Peter Bell USN.

The two hail from Deal in Kent and it was by a circuitous route that Peter ended up on the deck

of the American multi-purpose landing ship.

He served in the Royal Navy until 1966, leaving as a petty officer, and emigrated to the USA. After 10 years as a civilian he joined the US Naval Reserve.

As a computer officer he got a special age waiver for sea service and so joined USS Essex.

Before pilot Stephen's current exchange appointment he was attached to 3 Commando Brigade Air Squadron, flying Lynx helicopters.

Captain's a smooth operator

CAUGHT in the kind of pose that's given rise to many a caption competition is Capt Peter Melson, Chief of Staff HQ British Forces Hong Kong, who swapped his Royal Navy uniform for Army khaki to visit a remote island in the Sai Kung Country Park.

He made it a tri-Service occasion by flying to Town Island in an RAF Wessex helicopter. There he saw — and helped with — building work being carried out by C Troop, 67 Gurkha Independent Field Squadron, The Queen's Gurkha Engineers.

The Gurkhas were constructing two accommodation blocks for a drug rehabilitation centre run by the international charity, Operation Dawn, and Capt Melson was photographed getting some hands-on experience of puddling, smoothing out a concrete base.

Support for the Gurkhas was provided by No 28 (AC) Sqn RAF, who performed 10 to 15 daily shuttles during the two weeks of building work, delivering construction materials, equipment and rations in loads slung below their Wessex helos.



LAST together as pupils of Heron Wood Boys' Comprehensive School — now Connaught School — Aldershot, LWEM(R) Daniel Harrison (left) and LS(SR) Darren Wake have been reunited as shipmates. More than a decade might have passed since they were at Heron Wood, but they're sure of seeing plenty of one another in the near future as they serve together in Gleaner, smallest of Her Majesty's ships.

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NEWSVIEW

A safe Bett — or what?

OVER the past twelve months, as one generation of Servicemen has been looking back at the tumultuous events of the last year of the war in Europe, the compilers of the Bett Report have been looking forward — to shape the needs of the generation to come.

They chose the year 2010, analysing "the almost certain, the reasonably predictable and the impossible to forecast" military — and civilian — scenarios that might then obtain.

From the military point of view, when looking ahead as far as 15 years, the "impossible to forecast" one is the only one that has any real validity — and Mr Bett's team admits that uncertainty itself is the most important consideration that will inform the Navy's role in the 21st century.

We do indeed need to be supple enough to "keep up with the game" (a curiously archaic phrase that belongs to an era when the issues seemed much more cut and dried), given that the goalposts are bound to shift and shift again.

Fifteen years ago, who could have predicted with certainty the Falklands — then only two years away — the Gulf war, or the collapse of the Warsaw Pact that has governed almost all our military thinking since 1945?

Or the continuing tragedy in Bosnia that has brought back the spectre of genocide in Europe.

The past five years have already been years of "less threat, less peace," as the late former NATO Secretary-General Manfred Woerner succinctly observed.

To a great extent the old Cold War threat maintained the peace. Now terrorism is seen to be one of the prime threats that face us.

There is nothing new in the state-sponsored variety. Hitler's Nazis employed terrorist tactics to achieve power and bring about a terrorist state that soon sought to rule the world by the same means.

The speed with which an ill-inspired minority can pose a threat to democratic institutions has never been better demonstrated.

There have been plenty of others since — and none in this age of super-fast communications is safe from them.

But neither, tomorrow, will any conflict take place "in a far away country, between people of whom we know nothing," as Neville Chamberlain shamefully characterised Czechoslovakia in 1938.

The VE-Day veterans this month remembering the sacrifices made by their contemporaries 50 years ago will be hoping that the Bett Report has a better eye for the future than the practitioners of Appeasement did. It will certainly have been better informed.

MANPOWER IN THE 21st CENTURY — THE BETT REPORT

● From page one

"It is also important that the recommendations are treated as a package — not to be 'cherry picked'. It is not a savings exercise — but what Mr Bett hopes will happen is that his recommendations will produce greater stability, improve retention and thereby reduce training and mobility costs for example."

The report recognises that Servicemen and their families will increasingly want more freedom of choice over their lifestyle and says both married and single people should receive equivalent treatment, with appropriate arrangements for those living in stable partnerships.

A Service Personnel Board should be established to develop overall policy and ensure that the Navy develops its own relevant policies to suit its special needs. It should also review manpower, career and pay structures every five years.

The report suggests the Navy's needs could be best met by three-stage career structure. All officers and other ranks would join on an initial engagement during which time they would learn to become operationally effective, mostly in front line units. There would follow a second operational stage, for many from age 30 to 40, while the third stage to age 55 would be available for some and would mostly involve exercising management skills.

On completion of each stage a substantial lump sum bonus would be paid and, for those leaving the Service, much more help with employability training — up to £10,000 plus nine months' salary at the end of stage two, for example. This plan is already being dubbed "The Three Ages of Man".

Tentative

Mr Bett calls for the posting policy for ratings to be brought more in line with officers'. People should have more influence over their careers and longer notice should be given. High calibre former Servicemen — and especially Servicewomen — must be encouraged to re-enter after a break and restrictions on equal opportunities should be removed wherever possible so long as operational effectiveness is maintained.

While he recommends reducing the number of officer ranks and rates this is the most tentative area of his report and is in-

tended very much as a model for the Services themselves to consider further.

Pay scales should depend on rank but be more flexible, allowing for recognition of skills and experience. Major forms of additional pay, such as flying, parachute and submarine pay would be handled within the new structure and thus become pensionable, but very minor extras should be either discontinued entirely or dealt with by one-off payments or bonuses. While automatic increments should disappear, performance pay directly linked to output is recognised as unsuitable for the Navy — but achievement, based on the judgement of reporting officers, should be rewarded through incremental progression up the pay ranges.

Interest-free

The Navy's existing house purchase scheme is recommended to be extended to the Army and RAF, improved to provide an interest-free loan of up to six months salary or £10,000, whichever is less, repayable over ten years or at the end of the service. This would be available to those once they have joined the 2nd career stage which could be as early as the "mid 20s" for some although details will have to be worked out.

The Longer Service at Sea bonus remains basically unchanged, but a new Deployment Allowance for the Army and RAF will also apply to the Royal Marines.

Separation Allowance — complex to administer and seen as "divisive and arbitrary in implementation" — should be replaced by new benefits including Deployment Allowance, a relocation package with more choice and new arrangements for weekend travel when separated.

Boarding School Allowance would continue at an enhanced rate for those who qualify under amended rules. No distinction is made between UK and foreign accompanied service at this stage, but it is suggested that it be restricted to the latter in the longer term if there is a substantial reduction in overseas basing and a marked improvement in family stability in the UK. Greater quality control should be exercised over the list of schools approved for payment of BSA.

The Bett team say the circumstances which originally justified payment of leave travel warrants — low pay and relative immobility — no longer apply and this too is difficult to control and expensive to administer. Free leave travel should therefore be withdrawn except for under 18-year-olds, with an increase in pensionable pay as compensation.

The Navy Board should examine the case for increasing LSSB because of the loss to seagoers of their extra warrants and should also consider free travel when a ship is away from its Base Port in UK.

London pay should be phased out gradually, with reserved rights for those who currently draw it. Those in Service accommodation away from base should pay the first seven miles each way of their commuting, broadly in line with commuting distances in civilian life. Loans should be available to buy season tickets.

Local Overseas Allowance should continue, but with greater involvement of the responsible budget holder and with some changes in the way rates are calculated.

Looking to food and accommodation charges, a pay-as-you-dine system is suggested, but no food charges should be levied at sea or in operational conditions.

Accommodation charges should be paid by everyone using Service accommodation charges — again except at sea and also in appointments designated unaccompanied.

Stability

Much improved family stability is needed, with a target of five years in a geographic area. Moves between bases should normally be made only for operational or career reasons.

Several measures are identified to improve quality of life, including better welfare arrangements, practical help for spouses who wish to work and a higher priority for sport and adventurous training.

Regarding pensions, all personnel serving today have rights under the existing scheme, but the option to transfer to the new one should be available. This would be based on final salary — it would not pay an immediate pension before age 50, but those who leave before that age could have a preserved pension to age

60, index linked from 55.

There would be no distinction between officers and ratings and widows would be able to retain their pension for life, whether or not they remarry.

There would be substantial improved benefits payable in the event of death or injury.

As a last resort, the Parliamentary Ombudsman should be allowed to deal with complaints about administrative matters.

Defence Secretary Malcolm Rifkind told Navy News he hoped to make an announcement around July on how the report's proposals could be worked up.

"Implementation is many, many years hence. We have to look to the future. We must, if we are going to continue to attract really superb people, not just to get them in, but to make them see it's worthwhile to stay in and have a good career, ensure they are properly rewarded for skills and experience."

"People in this country are tremendously proud of our Armed Forces and feel a tremendous gut affection and pride for them and in them."

"But the end of the Cold War has thrown all armed forces in the free world into difficult circumstances in terms of explaining their role."

"Unless we keep the Services an attractive way of life and a rewarding, exciting and challenging way of life for the future, I worry that we won't be able to go on getting very good people."

"There's no point in pretending that terms and conditions of service which may have suited the 60s and 70s — and indeed the 80s and 90s — are necessarily going to be the ones to attract people with perhaps different expectations around the beginning of the next century."

"We're not after disadvantaging people. This is not a money-saving exercise and I think the Services accept this. It may well be that money will be saved, because as Mr Bett says in his report we need to do these things more efficiently and effectively — but it is not the object of the operation."

"The object is to provide an honourable, coherent, attractive package which will offer the opportunity for more stability and enable people to feel they are properly rewarded in service life."

CUMBERLAND HEADS HOME

HMS CUMBERLAND steams into Devonport this week after six months sterling service in the Adriatic.

Her task was to support the United Nations arms embargo against the former Yugoslav republic, and the figures show just how busy she was.

Almost 400 vessels were challenged, 65 were boarded and 11 more diverted to be scrutinized by Italian mainland authorities.

Cumberland's Sea King helicopter Snorker played a vital role and clocked up 307 flying hours, well over the average yearly tally.

Vigilance

Of her 87 days on patrol, the ship spent 41 in defence watches near the coast of Montenegro, well within range of shore-based missile sites with constant vigilance required.

A team of 29 armed sailors and Royal Marines kept up a 24-hour boarding capability, using highly manoeuvrable boats and fast roping from the Sea King.

Red noses, and faces!

A TEAM of 50 cyclists pedalled Cumberland's exercise bike for 2826 miles to raise money for the Comic Relief Appeal.

That's the distance from Naples to Carlisle, the heart of the ship's affiliated county. It took six days, seven hours and 25 minutes and organisers hope to collect over £1,000.

Richard Short, the ship's PTI said: "There were a few red faces, never mind red noses, when people climbed off the bicycle after their half hour session. Everyone put in a lot of effort, and it was for a great cause."

A typical boarding takes two hours, and a comprehensive check of cargo and documentation is carried out to make sure UN sanctions are enforced.

Such action is an essential part of Operation Sharp Guard, initiated in April 1993. Sharp Guard has substantially reduced the quantity of arms available to ground forces in the four-year-old ethnic and religious conflict.

As part of the UK Maritime Immediate Reaction Force, HMS Cumberland was sent to the Adriatic in November last year, the ship's third back-to-back deployment.

Since sailing as West Indies Guardship in April 1993, the sixteenth Cumberland has now spent a higher proportion of her time at sea than her famous World War II predecessor.

Her most recent deployment has not been all work — 11 different port visits provided the ship's company with a huge variety of cultures and climates to experience.

Highlights were Christmas in Trieste, Naples for stand off with dress ship alongside the USN on President's Day, a unique chance to ski on the famous volcano Mount Etna, a visit to Sicily, and Easter in Rhodes.

Aid team takes time out

BRITISH aid workers making their way to the besieged Bosnian city of Bihac spotted HMS Cumberland's White Ensign in Trieste and called in for a welcome break.

Their battered Land-Rover was sagging under its 1000kg load, and their own food supplies were running low after many delays and long days of driving.

The three-man team were able to dine, shower and stock up with useful provisions for their journey. The ship's company also donated small gifts for sick children in Bihac.

Fast work: Cumberland sailors boarding an Algerian bulk carrier.

Picture: LA(PHOT) Gary Davies

Coventry forges new links

HMS COVENTRY'S support of UN operations ashore brought her into contact with the full range of NATO forces in the area.

As well as her activities as escort to HMS Illustrious and her commitment to Operation Sharp Guard and the UN arms embargo, Coventry has been forging links with the British Army, Fleet Air Arm and the RAF.

Transfers

During her deployment personnel were transferred between the ship and Bosnia, and aircraft from 845 Squadron FAA and the Army Air Corps conducted regular flying practises using the flight deck for training.

Valuable experience was also gained through liaison with RAF Jaguars from 42 Squadron who were in the area supporting Operation Deny Flight.



HMS Coventry's Lynx aircraft makes her 11,000 landing, coinciding with the 1,000 deck landing of Pilot Lt Richard Kerslake and Flight Deck Officer CWEM(O) Happy Day.

Otranto action on film

HMS CAMPBELTOWN'S exploits in the Strait of Otranto have been captured for television by a crew from Caledonian TV.

They filmed the skills of her aviators, boat crews and boarding parties at work in high winds and rough seas.

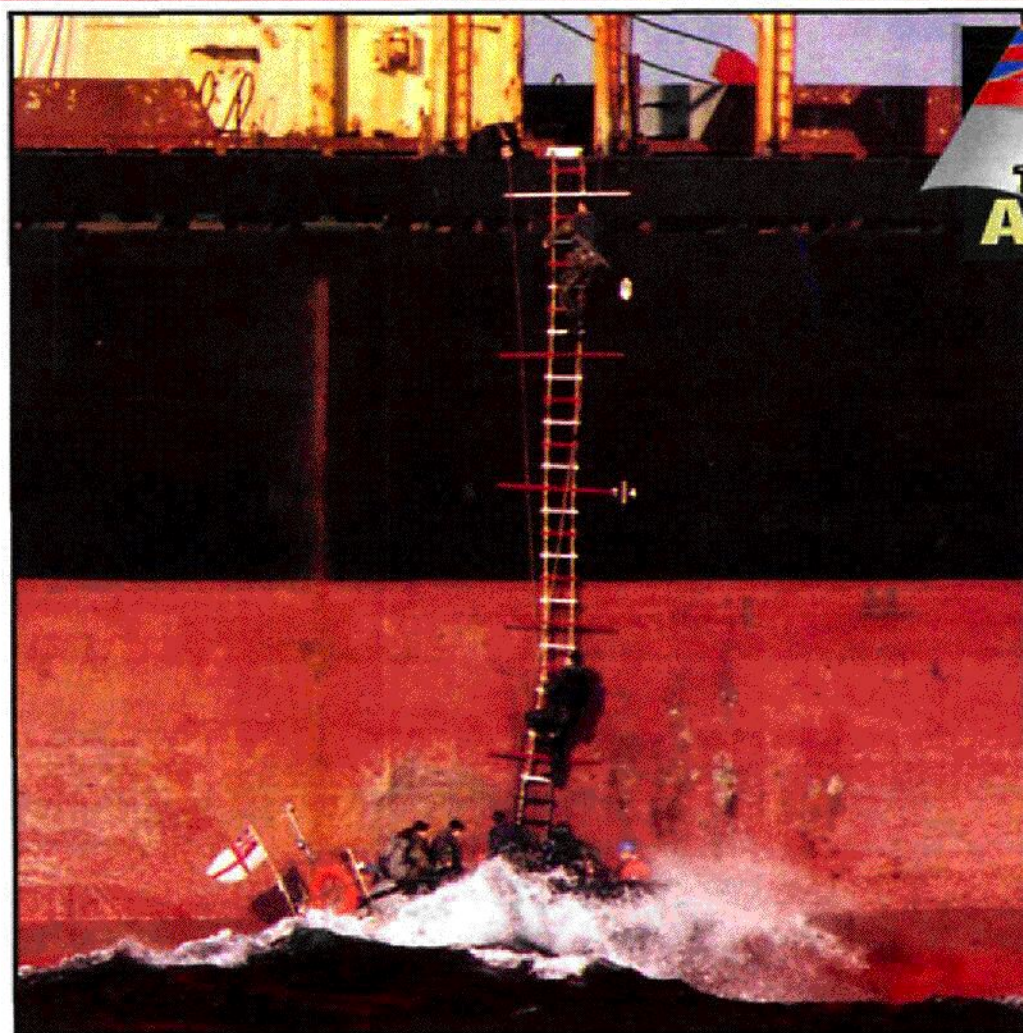
Campbeltown has made more than 50 boardings in her six month deployment including a 47,000 tonne Norwegian ship carrying 4,000 cars worth £40m.

Since her SMP in Naples in February the ship has visited

Istanbul, Corfu and Trieste. Campbeltown also spent 58 days of the deployment as Flag Ship to Commodore Van de Lugt. She hands over her Mediterranean duties to HMS Battleaxe.

Below: Cross Task-Group Operations — Federal German Ship Spessart replenishes HMS Campbeltown and HMS Coventry in the Southern Adriatic.

Picture: Paul Beaver, Caledonian TV



THE NAVY IN THE ADRIATIC

Swift aid for crash victims

OFFICERS from 849 Naval Air Squadron went into action in Corfu when they found themselves first on the scene of a lorry smash.

The group, on stand down from HMS Illustrious, freed the driver, his mate and a five-year-old boy from the wreckage and gave comprehensive first aid.

The large scrap lorry had failed to negotiate a bend in the road and rolled over on to its side.

Lieutenant Commanders Jon Rich (Commanding Officer), Bruce Hutchison (Senior Observer), Lieutenants Ronnie Biggs, Greg Smith and Sub-Lieutenant Ian Lindsay took part.

Relatives of the injured arrived soon afterwards and took the casualties to Kerira Hospital.

Children's charity

CHIEF Petty Officer Paul Wake represented HMS Cumberland's CPO mess at the opening of a new sensory stimulation room at Huntley Children's Home in Penrith.

The mess adopted the charity in 1993 and has donated nearly £3,000 towards the cost of the new facility since then.

OLNA TO THE RESCUE

RFA Olna came to the rescue when an Albanian vessel called for help. Olna was off the southern coast of Italy when the Saranda reported that one of her 12 crew had fallen down a ladder and was badly injured.

She launched a Sea King heli-

copter of 820 Naval Air Squadron with Surgeon Chief Officer Jim Meikle and trained paramedic Chief Petty Officer (Cook) Gerry Dobson. They flew 22 miles to the scene and winched the patient aboard, then took him to Catania Hospital.

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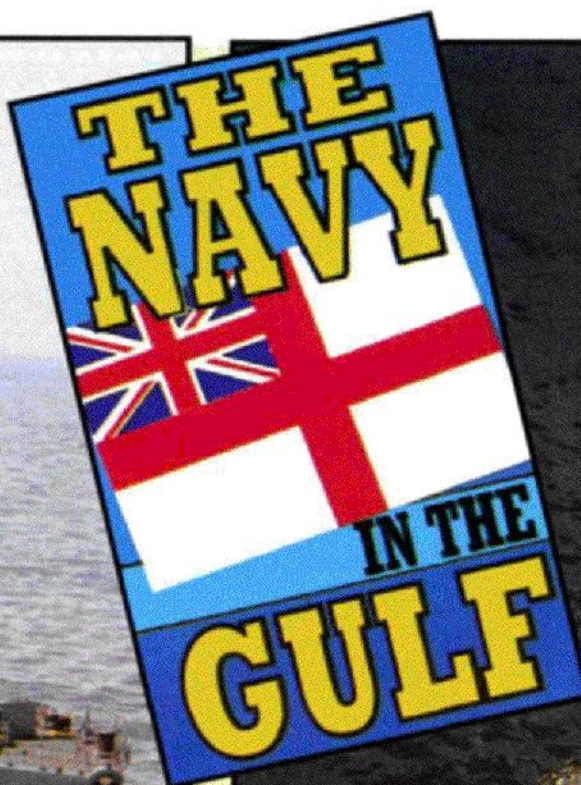
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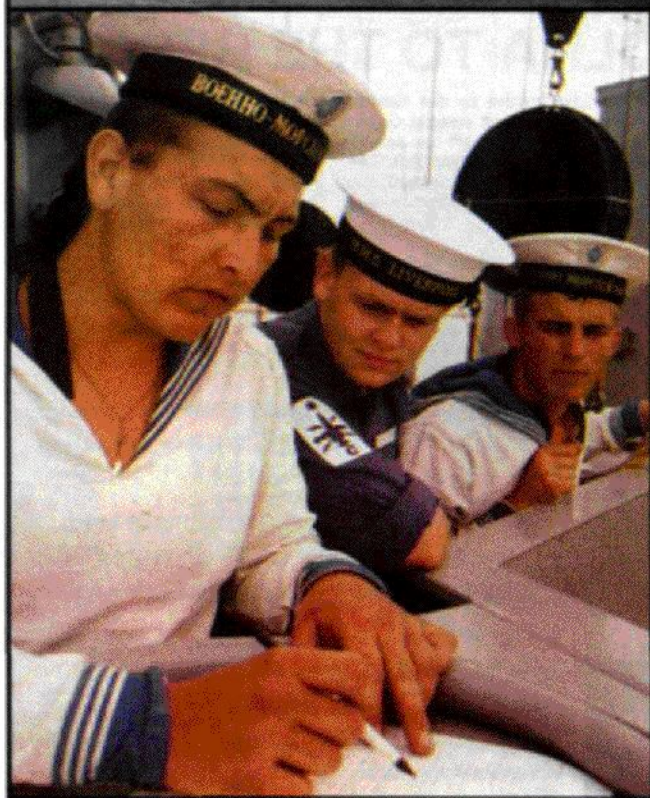
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SHOW AND T



IDEX '95, the International Defence Exhibition and Conference in Abu Dhabi, gave the Royal Navy an opportunity to show off her ships and equipment and a chance to tell VIP visitors why they should buy British.

Opened by Sheikh Khalifa bin Zayed al Nahyan, Crown Prince of Abu Dhabi and Deputy Supreme Commander of the United Arab Emirates' Armed Forces, IDEX '95 was attended by defence ministers and top military personnel from 55 countries.

More than 600 companies from 43 nations exhibited their wares in the exhibition halls, while Abu Dhabi port was crowded with warships for the event.

There were frigates from France, Germany, the Netherlands, the United States, Canada, Italy and the Ukraine (a Krivak III vessel), plus the South African support ship Drakensberg, an Indian Navy corvette and a Dutch submarine.

Taking prime position in the naval demonstration area, yards from the spot where Abu Dhabi's Minister of State for Foreign Affairs, Sheikh Hamdan Bin Zayed al Nahyan, officially opened this section of the exhibition, was HMS Montrose.

The Royal Navy's two Type 42 des-

troyers on Armilla Patrol in the Gulf, HM ships Liverpool and Manchester, diverted to Abu Dhabi for IDEX '95. Liverpool came alongside and, like Montrose, was open to visitors throughout the exhibition.

British defence contractors were able to take prospective clients on board the ships to see items of equipment in situ. International visitors included delegates from Russia, China, Thailand and Kenya, as well as many influential figures from the Gulf states, among them, the Crown Prince of Abu Dhabi and the Commander-in-Chief of the UAE Navy.

Defence Minister

Sailing out from Abu Dhabi for an RN Sea Day, Montrose and Liverpool joined HMS Manchester, which remained at sea throughout IDEX '95.

VVIPs on board the Type 23 frigate were hosted by Defence Minister (Procurement) Roger Freeman, Commander UK Task Group, Rear Admiral Peter Franklyn, and Rear Admiral Sam Salt, of the Defence Export Services Organisation. Other military guests and press were embarked in HMS Liverpool.

Cdr John Arrow, CO of HMS Montrose, said, "The Sea Day was a marvellous opportunity to demonstrate the Type 23 equipment and ship. We had a really tight

schedule, but the day went very well indeed — the defence companies were extremely pleased with the impression given to potential buyers."

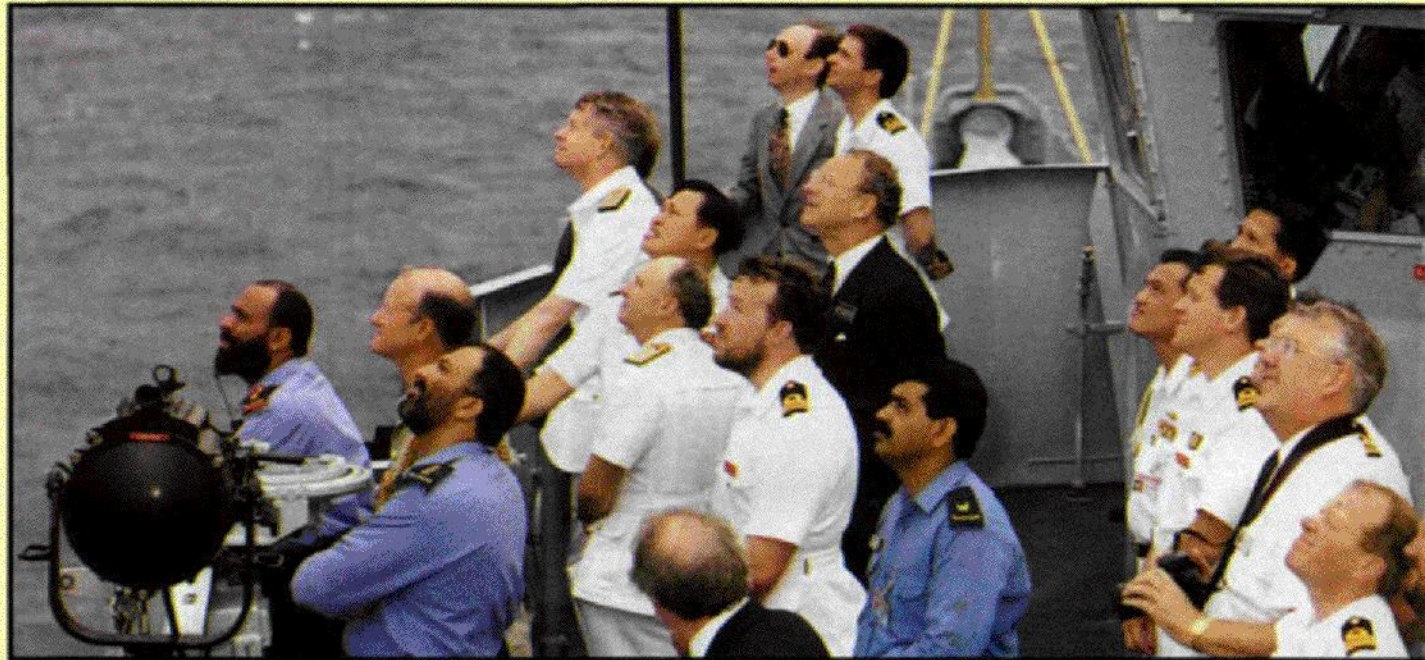
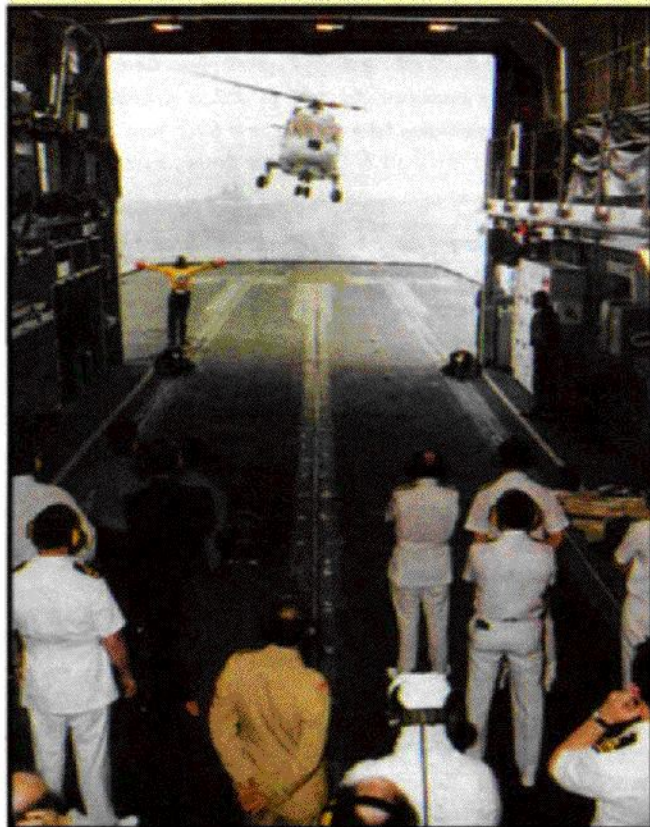
His satisfaction was echoed and expanded by Admiral Franklyn, who said all three ships and their sailors had "come up trumps," underpinning the 19 UK companies (Britain being the largest single competitor) exhibiting at IDEX.

He said ships, their versatility and their equipment, were shown off to best advantage in their natural environment — at sea. And while the sailors did not see themselves as salesmen, the justifiable pride they took in their ships and equipment and their professionalism did the job.

"... what we're showing here is how maritime technology has been incorporated in our most modern ships, particularly with Montrose. We're showing the lessons of the last 18 or 20 years, which have been hard-learned in operations such as the Falklands and, indeed, the Gulf in 1991, put into practice."

Flying display

During IDEX '95 the Lynx helicopter from HMS Liverpool provided a static display, while Manchester's Lynx gave a daily flying display at the main IDEX site.





Pictured clockwise from top left:

HMS Manchester takes the lead, followed by HM ships Montrose and Liverpool.

HMS Montrose pictured on IDEX Sea Day. Guests man the bridge deck.

French frigate La Fayette proved an eye-catching exhibit at IDEX '95.

The traditional robes of Abu Dhabi's Crown Prince, Sheik Khalife Bin Zayed Al Nahyan, contrast with the high tech backdrop of HMS Montrose and the uniforms of Rear Admiral Peter Franklyn and Cdr John Arrow.

Read all about it: WO-M(AW) Michelle Gregory (Liverpool) and STD Andrew Didcott (Montrose) mug up on IDEX '95. Their fellow seafarers trying to get a look are (front l-r) Canadian Master Seaman Nathan Keats (HMCS Fredericton), Ukrainian Seaman Igor Zayats (US Sagaydachny), South African LS Francois Neethling (SAS Drakensberg) and Dutch Seaman Jeffrey Meester (HNLMS Abraham Van Der Hulst). Back (l-r): Indian LS Rhanish Babu (INS Khanjar), German Seaman Jorg Salteld (GS Augsburg), French Seaman Gourves Sebastien (FS La Fayette) and from the United States FC3 Kevin Miller (USS McClusky). But where was the Italian?

Guests on board HMS Montrose crane their necks as HMS Liverpool's Lynx helicopter does her stuff.

Ears protected against the roar, VIPs watch from the hangar of HMS Montrose as HMS Manchester's Lynx helicopter gives a land-on demonstration.

Is everyone following this? Ukrainian sailors Alexander Ignatovich and Peter Stoyanovich tackle a signalling problem with OM(C) Adrian Leggett of HMS Liverpool on board the Ukrainian Krivak III frigate Sagaydachny.

Pictures:
LA(PHOT)
Gary Davies

ELL

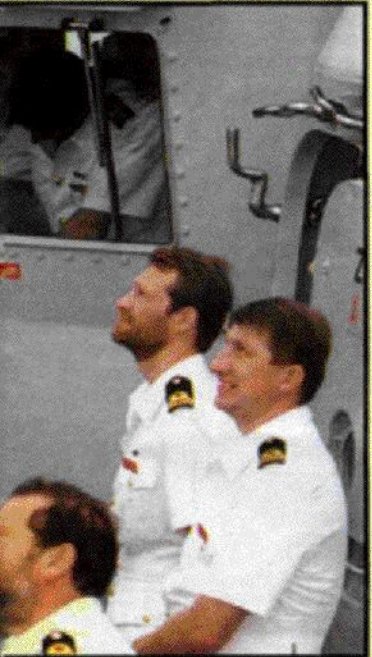
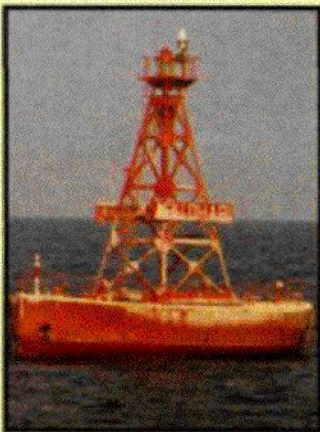
S Montrose left the area bound for Jordan — where the majority of the ship's company took the opportunity to visit the ancient city of Petra and made the most of a packed programme of sports and sightseeing — and on to Istanbul. The Turkish Navy had specifically requested the visit so they could view the ship's recently installed command system.

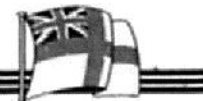
Liverpool and Manchester, meanwhile, it was back to Armilla Patrol. They joined the on-station tanker in the Gulf, to replace the dayleaf.

Capt Laurie Hopkins, CO of HMS Liverpool and Captain Third Destroyer Squadron, said the patrol was less daunting than it had to be, with the chance of a little time alongside and for runs ashore in Bahrain and Bahrain.

In its 15th year, the Armilla Patrol is maintaining a reassuring presence in the region vis-a-vis Iran and Iraq, working with Gulf navies, keeping up with Navy influence in the area and, working closely with the United States in enforcing United Nations sanctions against Iraq.

Capt Hopkins, "It's a long separation — seven-and-a-half months. A moment such as this gives a unique opportunity for us all to settle down together to form a really cohesive team, and that is a big plus."





WIRELESS AT WAR

FROM the avalanche of end-of-the-war nostalgia publications fall two that tell it like it was and not just how it seemed at the time.

What did you do in the War, Auntie? (BBC Books £15.99) is Tom Hickman's fascinating and highly evocative study of the years when the British Broadcasting Corporation came of age. The value of its services to the morale of the Services and civilians alike can hardly be over-estimated — yet its nickname "Auntie", first applied in that period and still given 50 years on, was not born out of affection as for a trusted member of the family as is now popularly imagined.

On the contrary, BBC radio — or "wireless" — in the early months of the war did not inform or even entertain. It hectored and fussed like a spinster aunt — partly thanks to Government interference which at times even threatened a complete takeover, but also in large measure to the Corporation's own lack of vision.

The fight for independence turned out to be one of the most vital campaigns of the war, and though it couldn't win on all fronts — nor did it in the Falklands 40 years later — the BBC at least became "its own man, on the terms that were possible".

As far as its news output was concerned,

George Orwell was about right when he wrote: "I heard it on the BBC" is now almost the equivalent of saying 'I know it must be true'."

If it did not get everything right — the revelation that it had been used by the Yugoslav government in exile to read out names of Tito's partisans whom the pro-government leader of the Chetniks, General Mihailovic, wanted assassinated was profoundly shocking — it at least broadcast nothing it knew to be untrue.

Anti-Establishment

In entertainment — particularly in comedy — the BBC broke new ground in anti-establishment satire, long before its Golden Age in the 1960s that sadly degenerated into crude schlock lampoonery in the 80s and 90s.

ITMA — "It's That Man Again" — topped the ratings with its swipes at the Ministry of Information and like several other shows was able to translate its appeal into peacetime. Some of them, under different guises but substantially the same, managed the transfer to television — no easy task, for radio retains its reliance on its audience's imagination to produce the full effect, as the

recent success of tape-recorded classic novels bears witness.

The Services had their own variety shows. Growing out of the "Merry-Go-Round" programmes were "Much Binding in the Marsh" for the RAF, "Stand Easy" for the Army and Eric Barker's "HMS Waterlogged" for the Navy — the latter "possibly the most intelligent comedy of the war".

Richard Connaughton sums up the new mood on VE Day in **Celebration of Victory** (Brassey's £14.95), an analysis of the public's vision of the future in 1945 and the extent to which that vision was subsequently fulfilled.

Irresistible is his story of how a huge, impatient throng waited too long outside the Ministry of Health for Churchill, Bevin and Morrison to appear to impart a few well chosen words on the day of victory in Europe — only to be upstaged by the appearance at the door of two drunken sailors, who were cheered to the echo by a crowd that was prepared to cheer anyone or anything.

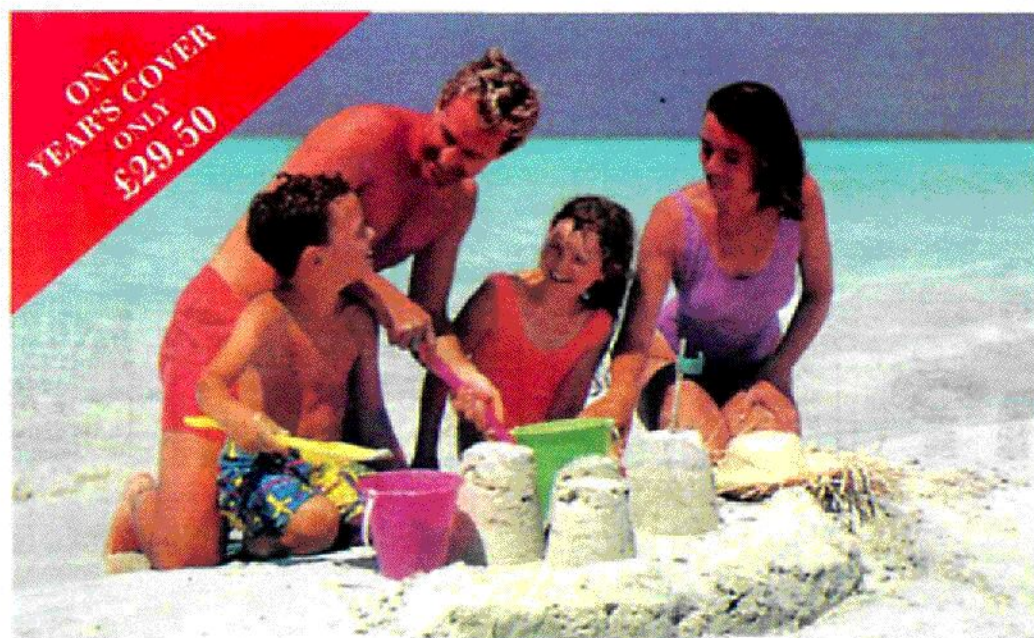
The public demanded instant gratification even then. It would be many years before government ministers learned properly to deal with their demand for a "sound bite" — and some would say they still haven't learned the trick.

— JFA

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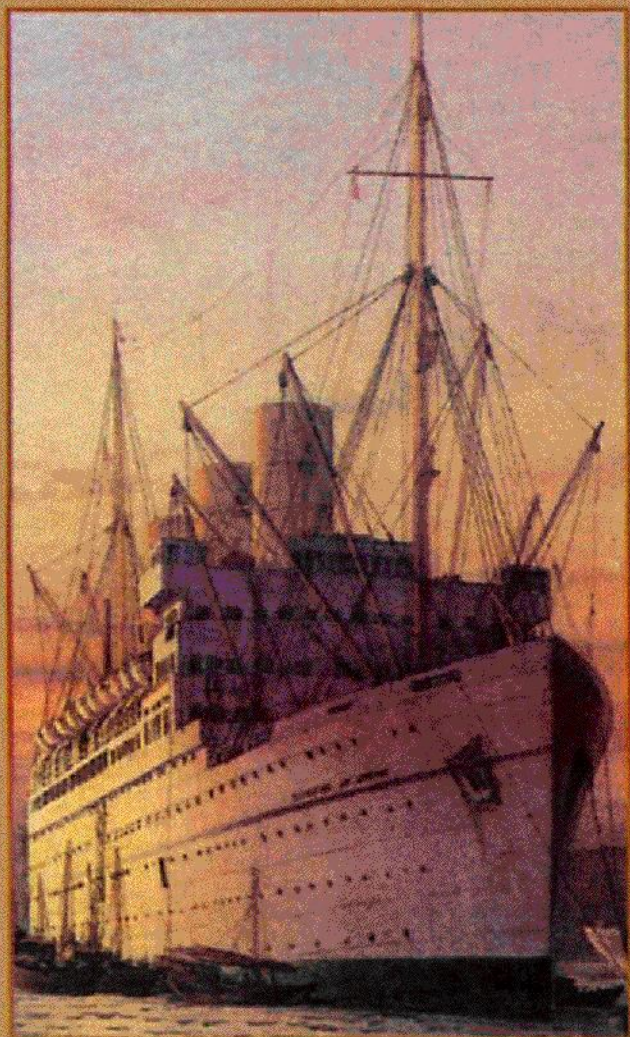
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In the case of *The Ottoman Navy 1828-1923* (£35) access has been afforded to the huge and hitherto largely untapped archives of the Turkish Navy.

For Bernd Langensiepen, a Turkish-speaking German working for Blohm & Vooss at Hamburg, it represents the culmination of a life's work — aided by Ahmet Guleryuz, an avid collector of Ottoman naval memorabilia.

Byzantine

The pair have traced the remarkable resurgence of sea power that flourished in the latter days of the Byzantine Empire that became a byword for corruption — the sort of corruption and nepotism that might have been properly expected to render any such endeavour stillborn.

The Turks, realising their vulnerability as a weaker power, looked to Britain to provide their most powerful surface units — and took an early interest in submarines as a counter to those deployed by their potential enemies, an option that the British meantime refused to countenance, contemptuously characterising them as "the weapon of the weaker power" long after their efficacy — and cheapness — had been demonstrated.

Yet in the end it was the Royal Navy's submarine campaign in the Sea of Marmara that spelled the end of the pride of the Ottoman Fleet — the Mesudiye, torpedoed by B11 (Lt Cdr Norman Holbrook) near Erenkoy on December 13, 1914.

Mesudiye was built by Thames Iron Works at

Blackwall in 1873 — one of many contracts in a long commercial association between Great Britain and the Ottoman Navy that ironically found its products ranged on opposite sides in World War I.

The UK led the world in all kinds of shipbuilding in the period covered by this book — and for several decades after, as clearly shown in *The Golden Age of Shipping — The Classic Merchant Ship 1900-1960* (Conway Maritime £28).

In terms of ownership, its pre-eminent position — it controlled nearly half the world's tonnage before 1914 — was steadily eroded as other nations expanded their own fleets, many doing so to avoid further dependence on British shipping which had been suddenly denied to them during World War I.

Its long-held lead was only finally relinquished to Japan in the late 1950s.

Above: Mark Myers' painting of the Empress of Japan at Hong Kong in the 1920s. Launched in 1930 the 26,000 ton liner was designed for the Canadian Pacific Line's trans-Pacific service between Vancouver and Yokohama. The fastest on that run, she initially operated with three others, notably the Empresses of Asia and Russia — earlier products of the Clydeside Fairfield yard.

Renamed Empress of Scotland in 1942, she ran between Liverpool and St Lawrence. She was sold to the Hamburg-Atlantic Line in 1958 and reconstructed as the two-funnelled *Hanseatic*.

— JFA

Dashing hero of the Old South

RAPHAEL Semmes commanded the most successful commerce raider of all time. The CSS Alabama travelled 75,000 miles without once touching a home port and accounted for 64 of the 200-odd Northern merchantmen destroyed by the naval units of the South during the American Civil War.

Semmes was the only naval officer on either side to fight two battles at sea, helped defend Richmond in the last year of hostilities, and was the only officer in the Confederate Service to hold the dual rank of admiral and general.

A skilled oceanographer and an expert on marine law, he was also a fine writer and a devotee of English poetry.

Confederate

And though he went to his grave convinced of the justice of the Confederate cause — he hated Lincoln: "the devil will surely take care of his memory," he wrote, long after the President's death — he took care to give his prisoners the best care his crowded ship could afford.

The Alabama was finally sunk by the USS Kearsage off Cherbourg on June 19, 1864 —

the last one-to-one duel between wooden ships and the last naval battle to be initiated by a formal challenge — and Semmes found asylum in the UK after being picked up by a wealthy English businessman on holiday, who had watched the action from his yacht.

It is a richly romantic story — and Semmes, by any standards, was a singularly distinguished commander. He looked the part, too, a slight, erect figure sporting imperious waxed moustachios.

First

Why then, is John M Taylor's biography *Confederate Raider* (Brassey's £15.95) the first to appear in nearly 60 years?

The author argues, first, that the War Between the States was and still is perceived as a land war in which naval developments were of relatively little importance.

Second, the handful of gifted Confederate naval leaders have been eclipsed by their army counterparts — who anyway produced most of the best on either side.

Third, and perhaps most importantly, Semmes, though he left a highly readable 800 page memoir of his Civil War experiences, gave away little of himself or of the reasons behind his key decisions and little of his surviving correspondence reveals anything of consequence.

Despite these difficulties, Taylor has produced a remarkable

rounded portrait of a leader who "inspired confidence but rarely affection".

The latter was mostly down to his arrogance — one of his least attractive traits is his apparent unwillingness to credit his enemies with any decent impulse.

The most controversial aspect of the Alabama's last fight centres on the fact that the Kearsage had lately had her hull draped with chains admidships to protect her engines — and Semmes to the end of his life maintained that he did not know of this until the battle was over.

Taylor suggests that he was lying — but he may not have known until at least after he had issued his challenge, from which he may have felt he could not then honorably withdraw.

In any case, his post-battle carping shows him at his worst. In his official report he insisted that not only had he been tricked into fighting an "iron-clad", but that the Kearsage had fired on the Alabama after she had struck her colours.

Chivalry

In his defence, it must be said that Semmes considered himself a representative of Southern chivalry and would have regarded his challenge to the Kearsage as being covered by the duelling code, a fundamental tenet of which was that neither party should enjoy an unfair advantage.

The fact is, however, that



A merchant captain was quoted in the *New York Herald* describing Semmes — "His whole appearance is that of a corsair, and the transformation appears to be complete from Commander Raphael Semmes, United States Navy, to a combination of Lafitte and Kidd". Thomas Nast's caricature tells the same story.

Semmes' ship was no match for the Kearsage, which mounted a pair of 11ins Dahlgren pivot guns. With the war practically lost he wanted to strike a last blow for the honour of the Confederate Navy — and by taking on an opponent he had no realistic hope of defeating he could give the lie to those of his enemies who had branded him a pirate.

But this war has been called the first "modern" war — one in which the age of chivalry had been overtaken by the indus-

trial revolution, in which context Semmes was as much an anachronism as the cause he served.

To his everlasting credit — and with his own status close to that of a war criminal — Semmes made his way back to the Confederacy to face whatever the future held.

He spent his last years practising law in Mobile — and when he died, in 1877 at the age of 67, the city paid the highest tributes to the man who was by then its First Citizen.

Helpers wanted

YOUNG Disabled on Holiday is looking for volunteer helpers to accompany parties of disabled people on trips to the Italian Lakes, California, and Corfu this summer.

Aim of the holidays is to provide a wide range of activities. No special skills are needed, but volunteers need to be fit and aged 18-35.

Contact Alison Walker, Flat 4, 62 Stuart Park, Edinburgh EH12 8YE for details and costs.

In brief

TRIALS and tribulations of the ordinary seaman during the Second World War, as captured by British Pathé News, can be shared via *Sailor*, a Victory Video narrated by Michael Elphick.

Available from various video outlets at £12.99. *Sailor* can also be obtained by contacting Total Home Entertainment on 01782 565507.

FROM fact to fiction and *Shooting Polaris*, a naval thriller written by Michael Ward and published at £6.99, by Minerva. A sudden death on board HMS Tempus as she prepares to sail for a NATO exercise. Suicide? Murder? No-one is above suspicion.

NATHANIAL Drinkwater embarks on his twelfth adventure in Richard Woodman's latest novel, *Beneath the Aurora*, published by John Murray at £14.99 hardback.

Set in 1813, the tale sees Capt Drinkwater as the newly-designated head of the Royal Navy's Secret Department. Intrigue follows and leads him into a most desperate mission in the fjords of Norway.

The rise of Picard, eh?

WHEN A series has been on the go for as long as *Star Trek* has, its makers may develop a tendency to become increasingly reckless with their plotlines. Want to use a character you've killed off earlier? No problem, the hero can merely slip-slide into whatever limbo the character is residing in and fetch him back. Villain has blown up the galaxy? Nothing to it, just hop into a time machine, go back and stop it happening.

Star Trek Generations, the seventh of the series' big-screen manifestations, is the most completely uninhibited yet in the yarn-spinning department. It also marks, of course, the change-over — completed several years ago in the television version — from the original Captain Kirk complement to their successors, Picard and his personnel.

So those who have missed the TV *Next Generation* episodes have got some catching up to do. It's so long to Spock, Scotty and Sulu and a big intergalactic hello to Data, Worf and Guinan. But there's proba-

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Screen Scene

bly no hurry. This new lot show every sign of being around for some time to come.

The special effects range from the economic — the planet Veridian looks so much like a piece of Californian scrubland that you expect to see an LAPD patrol car drive into shot — to the super lavish, notably an *Enterprise* crash-landing, with the ship ploughing through what looks like miles of alien real estate.

And in answer to the question, "What happened to the British film industry?" — this movie offers the answer: It moved to the Coast. Hero (Patrick Stewart), villain (Malcolm McDowell) and the film's director (David Carson) are all Brits.

Family on the verge of splitting up is forced to unite when faced with a common danger. That's a plot which tends to surface every few months in one guise or another, but you'll never see it better done than in *The River Wild*. This has Meryl Streep, hubbie David Strathairn, their ten-year-old son and Maggie the dog making up a precarious family unit embarking on a white-water rafting expedition in remotest Colorado.

Rows and recriminations

abound until they encounter Kevin Bacon, whose affability is positively sinister, and his bank-robbing henchmen. After that, as far as Meryl's concerned, it's merely a matter of negotiating miles of treacherous rapids, outwitting the Bacon gang and saving her marriage.

Poor old Strathairn, the city softy, has additional problems. What's left for a fella to do when his wife is a river-wise, tough-as-leather operator like Meryl is here?

Further assault and battery to the male ego in *The Browning Version*, a remake of the venerable Terence Rattigan weepie. Crocker-Harris is the classics master at a public (i.e. private) school. His pupils can't stand him, his wife is having an affair with the new teacher and the head is planning to make him redundant. In fact his life is one unredeemed mess until a tiny act of kindness spurs him into confronting his demons.

Apart from anything else the story offers a leading role which constitutes a six-course meal for any serious actor, and Albert Finney duly feasts on every crumb and morsel. One has the sense that Sir Albert can't be many Honours Lists away. The rest of the film is a fascinating mixture of the old fashioned (the original dates from the 1940s) and the evergreen.

Bob Baker

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Calling Old Shipmates

Wrens, Trinco (1944-45). Mr. Allan Mercer, 89 Royal Ave, Hough Green, Widnes, Cheshire WA8 8HJ (tel 0151-424-7390), wants to contact ex-Wrens who served with former Yeo of Sigs, Joe Barker, especially Monica Nelson Terry, his one-time assistant, and two sisters who worked in the telephone office.

HMS Trafalgar Association. Mr. Albert Senior, 1 Hill Farm, Castle Acre Rd, St Dunham, Kings Lynn PE32 2LP (tel 01760-755094), invites former shipmates of all commissions (D77) and (S107) to join the association and attend the Trafalgar Day reunion.

HMS St George (1946). Mr Fred 'Yorky' Walker, ex-stoker, 25 Rushmere Walk, Havant PO9 4LP would like to hear from old shipmates of 6 Mess Colingwood Division. **Special Service Branch (Cormwall 1943-44).** Mr D Mayhew, 74 Cotterdale, Sutton Park, Hull HU7 4AN, wants to contact Mr Charles A.S.L. Taylor, who was best man at his wedding in 1944.

Staff of First Sea Lord (1944-49). Mr Paul Beech, ex-CPO StD, 22 Hill Street, Mayfair, London W1X 7FU (tel 0171-7238752), would like to hear from former members of Admiral Sir William Staveley's staff with view a reunion dinner in August.

HMS Jamaica (SEAC Trinco 1945-47). Mr Dennis Sweetman (RP2), ex-AB RRS S-2 C-318, Kamloops, British Columbia V2C 6C2 Canada, wants to hear from old shipmates of old 'Pineapple Pool'.

HMS Porcher (1946). Mr John Francis, ex-AB c/o Mrs S. Isaac, 11 Dover Road, Wyke Regis, Weymouth DTN 9DB would welcome news of old shipmates.

HMS Calder (1943). Cdr C. W. Eason RN (retd), Church Cottage, Blendworth, Water-

looville, Hants PO8 0AB (tel 01705-593309) would like to hear from ex Yeo as Sigs Southern, Midshipman Huckle and S/L Patterson. They can also contact Mr. Harold Fine (tel 0181-4559400) with view a reunion in October.

Chatham Driving School Nov. 1945: Mr L. Wigley, 12 Church Park, Overton, Morecambe, Lancs LA3 3RA, would like to hear from anyone who witnessed a 100ft diving accident which resulted in the diver going into a coma in the P.O.s' Mess, Seaman Block. He is also interested in hearing from anyone who took part in the seige of Tobruk 1941, and who was injured.

HM Ships Fearless, Ashanti, Reclaim (1972-1980). Mrs. S. A. Allenby, 8 East Walk, Reigate, Surrey (tel 01293-784320) wants former shipmates of her husband, ex-LCK Dennis (George) Allenby, who also served in HMS Forest Moor and RNAY Wroughton, to get in touch with her.

HMS Honeycuckie. Mr. A. W. Bartle, 9 Jubilee Road, Portlaine, Sussex, BN41 1SU (tel 01273-410068), wants to contact G.C. 'Trapper' Burt, last known address, Purley, Surrey with view a reunion.

East Indies Fleet (1942-1945). Ex-LS Matt Clapham, 9 Aston Place, Richmond / Nelson, New Zealand would like to hear from old shipmates of HM Ships Furious, Searcher, and Norfolk.

HM Ships Norfolk and Devonshire. Ex-LSO J. J. Cafferty, 14 Wellesbourne Drive, Manchester M23 0QL (tel 0161-998-9487) wants to hear from old shipmates.

HMS Royal Arthur (1940). HM Ships Lark and Dulverton and LST380, Ex-PO Ck E. Brown, 48 Davison Street, Lingdale, Saltburn, Cleveland TS12 3DU, would be pleased to hear from old shipmates.

HMS Albion (1966-68). Mac McComb and Frank Holden (tel 01752-812882), want to get in touch with old shipmates with a view to a reunion.

LCI (L) 299. Mr. J. McDonough, 65 Branstree Road, Mereside, Blackpool, would welcome news of old shipmates.

HMS Caledonia (St Vincent Div 1959-61 Series 31). Cdr C. V. (Willie) Hanna, Dove Bank, Cumbria, LA17 7XD (tel 01229-889649), wants all former classmates to contact him for a 40th reunion in 1997.

HMS Cossack Association. Mr. F. V. Thomas, 14 The Common, Harleston, Norfolk IP20 9JT (tel 01379-985-4849), invites old Cossacks to join the association which also welcomes those with family connections, or special interest in either LO3 or D57, as associate members.

HMS Caprice (1967-69). Mr. Phil Evans, (tel 0161-681-9044) and Mr. Phil Rowe (tel 0161-747-7325) want to hear from former members of the Communications Dept with a view to a reunion.

HMS Vanguard (1951). Mr. Eric Kidby, ex-EM, 17 Partridge Place, Turners Hill, W. Sussex (tel 01342-717004) wishes to contact ex-EM Jack Knight.

Mr. Steve Phillips, 15 Inver Street, Gleneden, Auckland 7 New Zealand, wants to hear from old shipmates, especially Trevor Fox (HMS Ganges 1956-67), Steve Dellow and Keith Polden (HMS Diamond 1967-69), Pat Pearce and Trevor Sharpe (HMS Conqueror (1970-72).

HMS Euryalus 1964-66: Ex-LS M. D. Elington seeks shipmates who served with him in Euryalus (tel 01763 230654).

Reunions

MAY

Aircraft Artificers 1945: Fifth anniversary reunion at HMS Daedalus, Lee-on-Solent, May 13. Contact R. J. Dunn, 109 Stubbington Lane, Stubbington, Fareham, Hants PO14 2PB.

HMS Opossum (F33) second reunion will be held at the Stretton Hotel, Blackpool on May 26-27. Details from Mr Harry Catterson, 27 Rissington Walk, Thornaby, Stockton-on-Tees TS17 9QJ (tel 01642-763918).

JUNE

Saint Barbara Association. The gunnery officers' dinner will take place June 2, at HMS Dryad. Tickets £30 each, overnight accommodation limited (£6.50). All retired officers who qualified PWQ(A)AWO(A) at HMS Dryad, HMAS Watson or G/Long ordnance engineering course at HMS Excellent are invited. Details from the secretary, Saint Barbara Association, HMS Dryad, Southwick, Fareham, Hants PO17 6EL (tel 01705-210533 ext 4296).

RN/RM Gunnery and Missile Instructors annual dinner at the Senior Rates Mess, HMS Excellent on June 3 (tickets £25). Details from CPOGI Chris Francis (tel 01705-550143 ext 4016 or 01489-783265).

HMS Lauderdale (L95) 46th reunion will take place at the Royal Sailors' Home Club, Portsmouth on June 14. Details from Mr G. Street, 6 Stroud Lane, Christchurch, Dorset BH23 3OU (tel 01202-438200).

Diezel Perisher: All who successfully completed the conventional submarine

command course ('The Perisher') and served in command of a conventional submarine are invited to a reunion in Portsmouth, June 17. Details from Lt. P. Knight RN, Office of Flag Officer Submarines, Eastbury Park, Northwood, Middx HA6 3HP (tel 01923-837558).

HMS Auckland (Tobruk 1941) reunion will take place on June 24, at 1400 hrs at the Naval War Memorial, Southsea, Hants. Details from Mr. J. M. Bennett, 15 Portview Avenue, Portchester PO16 8LL (tel 01705-379730).

HMS Burges (K347) fourth reunion at The Abbey Hotel, Gt Malvern, June 8-10. Contact Mr D. Benson, 313 Devildy Rd, Bucknell, Stoke-on-Trent ST2 0BJ.

JULY

HMS Rooks WO and Senior Rates' Mess 1978-80 reunion on July 1 at HMS Nelson WOs and CPOs Mess. Details from Barry Cockings (tel 01705 381489). Dave Wells (01705 819723) or Terry Foley (01329 311186).

TS Cheltenham Sea Cadet unit third reunion at unit HQ, Stoneville St, Cheltenham, July 1. All former officers, staff and cadets welcome. Contact Steve Smith, 31 Farriers End, Quedgeley, Gloucester GL2 6WA.

HMS Glasgow Old Boys 16th reunion will be held on July 8-9 at the Victory Club, HMS Nelson with a remembrance service in St Ann's Church Portsmouth Dockyard on Sunday. Tickets for Saturday night dance from Mr Allan Mercer, 89 Royal Avenue,

Widnes, Cheshire WA8 8HJ or from Mr D. Hay, RNOCA Club, Portsmouth.

HMS Mermaid reunion will take place at the WOs and CPOs Mess, HMS Daedalus on July 22. Details from Mr J. Anderson, 25 Springwood Road, Scawthorpe, Doncaster, S. Yorks DN5 9HT (tel 01302-784946).

HMS Brissenden Association 1942-48 third reunion in Portsmouth, July 8. Contact C. L. Lawrence, 31 The Limes, Bletchley, Milton Keynes MK2 2JN (tel 01908 647665).

Portland BMP/FMG reunion mess dinner for serving and ex-serving senior rates to mark the closure of the naval base, July 21. Details from WO Steve Haylor, FMG/EO Rasper Block, Portland Naval Base Dorset DT5 1BQ, enclosing stamped addressed envelope.

HMS Vigo (1949-52) second reunion will be held at the Royal Fleet Club, Devonport in July. Details from Mr Bob Taylor, 25 Poolhouse Road, Great Barr, Birmingham B43 7SL (tel 0121-357-7008).

AUGUST

10th Destroyer Flotilla (1944-45): To mark VJ Day a parade will be held in London to which members of the following former HM ships are invited to take part — Afridi, Ashanti, Badouin, Cossack, Gurkha, Maori, Mashona, Matabele, Mohawk, Nubian, Punjabi, Sikh, Somali, Tartar, Zulu, Javelin, GPR Byskawkia, Plorun, HMCS Athabaskan, Haida, Huron, Iroquois, Black Prince and Bellona. Details from Mr J. Bull, 1 Pearl Close, Beckton, East Ham, London E6 4QY enclosing two first or second class stamps to cover postage and photocopying.

HMS Paladin (P-Class 1941-62) reunion will take place over weekend, August 18-20, at Hayling Island, Hants. Details from Mr Fred Plenti, 43 Sydenham Road, Bridgewater, Somerset TA6 4DQ (tel 01278-424841), enclosing stamped addressed envelope.

HMS Rosemary — third reunion will be held at Millford Haven August 18-20. Details from Mr H. Taylor, Old Blairbeg, Lamlash, Isle of Arran, Scotland (tel 01770-600263). He would also like to contact relatives of those lost in the Rosemary and who served in her at anytime.

SEPTEMBER

HMS Wildgoose (1943-54) reunion at Skipton, Yorks, Sept 21-24. Details from Mr K. J. Hayes, 10 Stratford Way, Tilehurst, Reading RG3 5XT.

HMS Curacao reunion will be held in the RMA Club, Nottingham, September 30. Details from Mr A. Martin, 2 Smythe Rd, Swindon Village, Chatterham, Glos GL51 9QU (tel 01242-527363).

HMS Duke of York Association will celebrate 50 years of peace at a dinner dance in Portsmouth, September 2. Details from Mr R. Draper, Rose Cottage, 103 Orchard Park, Elton, Chester CH2 4NQ (tel 01528-725175).

HMS Indomitable reunion at the RMA Club, Royal Leamington Spa, Sept 15-17. For details tel 0161-962-8560.

HMS Figgard Art Apps (Entry 12, Sept 1995) 40th anniversary reunion will be held in the WOs' and CPOs' Mess, HMS Nelson, Sept 9. Details from Mr Brian Wines, 40 Roundway, Waterlooville, Hants PO7 7QD (tel 01705-647708) enclosing stamped addressed envelope.

HMS Veasner reunion at Skipton, Yorks, Sept 8-10. Details from Mr S. Haigh, 1 Raines Drive, Bradley, Nr Keighley BD20 9EW (tel 01535-636343).

HMS Figgard and ex-US Coastguard Cutters reunion will take place at noon, Sept 20 at the Bull Hotel, Westgate, Peterborough. Details from Mr Jim Byrne, 93 Galteland Lane, Leeds LS17 8LW (tel 0113-273-7243).

TS Arethusa — Mr Dave Whittam (1965-66), 32 Shepherds Mount, Compton, Berks RG16 0QZ (tel 01365-578362), wants to contact ex-'Are' boys from Upnor and Greenhithe days, with view a reunion on Sept 2.

OCTOBER

HMS Triumph (light fleet carrier 1946-65) first reunion will be held at the Chantry Hotel, Clacton-on-Sea, Essex from 1400 Sept 29 to 1400 October 1. Details from Mr P. Gardner (tel 01228-514570).

HMS Eskimo (TriBal) seventh reunion will be held at St Edmunds Hotel, Marine Parade, Gorleston-on-Sea, Gt Yarmouth, Sept 29 to Oct 2. Details from Mr Joe Ayton (tel 01268-785436).

NOVEMBER

HMS Swiftsure (cruiser and submarine) fourth reunion will take place at Warners, Alveston Hall Hotel, Nantwich, Cheshire Nov 3-5. Details from Mr David George, Mullion, Shipston Green, Itchenor, Chichester, Sussex PO2 7BZ (tel 01243-512998).

Hong Kong Reunion visit Nov 28-Dec 10. Those who helped liberate the Colony in 1945 and those who have served since in the Far East are invited with relatives and friends to visit Hong Kong for the 50th anniversary of its liberation. Details from Cdr Oliver Wright RN (retd), 15 High Street, Hampton Hill, Middx TW12 1NB (tel 01628-23294).

484 Squad Royal Marines — those interested in a reunion contact Mr Les Beel (tel 01252-539830 — or 'Bing' Crosbie (01704-873751).

HMS Cadiz and HMS Wizard Those interested in a reunion contact Mr G. Parry, 35 Gainsworth Avenue, Crewe, Cheshire CW2 8BP (tel 01270-662851).

HMS Flagard Art Apps (Entry S55, Sept 1995). Those interested in a reunion to celebrate 30 years contact: Mr John Krumins, (tel 01489-885252).

1996

HMS Undine and Urchine reunion March 22-25 at Llandudno Grand Hotel. Details from Mr Stan De'Ath, 28 Main Street, Sefton, Grangham, Lincs NG33 5RF (tel 01476-860833).

HMS Bulwark (Albion/Centaur) annual general meeting at the Victory Club, HMS Nelson on March 23, to be followed in the evening by a reunion dance. Details from Mr N. E. D. Parkinson, 15 Ridgeway Close, Paulsgrove, Portsmouth PO6 4LT (tel 01705-383641).

Radar Branch — the PFI Association plans a reunion June/July to which serving and ex-serving officers and senior rates are invited. Details from CPWREN Liz McMurchie, PFI Association, HMS Dryad, Southwick, Hants PO17 6EL.

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A List of Members and a Year Book are issued, and ARNO organises: *Regional Social functions and group holidays, *A list of members worldwide who would like to exchange homes for holidays *Social introductions * Mail redirection *Swords and uniform items for sale *an ARNO credit card. For membership application form complete the following:

To: Lt Cdr I. M. P. Coombes RN, ARNO, 70 Porchester Terrace, London W2 3TP. Please send me details and a membership application form.

Over to You

Hitler's yacht: Mr. H. Davies, 9 Fourth Avenue, Kestley Bank, Telford, Shropshire, TP2 0HN, recalls when serving in HMS Girdle Ness in 1946, how often the ship came alongside in Rosyth basin close to The Grille, said to be Hitler's yacht. He would like to know about her sea-going history and her ultimate fate.

Cap Tallies: Mr. R. R. H. Osborn, Tara, 117 Bulford Road, Durrington, Salisbury, Wilt, SP4 8EZ, is looking for the following cap tallies to complete a collection of the ships in which he served — HM ships Carystoff, Venus and Droxford.

HMS Hereward (1941): Mr. Les Hogben, 101 Pulborough Avenue, Hampden Park, Eastbourne, E. Sussex, BN22 9QT (tel 01323-507239), seeks survivors of the Hereward who may have known his brother, Owen Hogben who was lost when the destroyer sank off Crete in 1941.

Huff-Duff: Anyone who used this apparatus during the Battle of the Atlantic, or elsewhere, is requested to contact Mr. Arthur Bauer, Pater Pirie Str 29, 1111 Kr Diemen, Holland, who has written the technical history of the apparatus. He would especially like to hear from anyone who operated it in the war against U-boats.

Ships Books: Lt A. Ayling RN (retd), 81 Eastbourne Ave, Elton, Gosport, Hants, PO12 4NX, would like copies of the following ships books: HMS Effingham (1933-34), HMS Hood (Home Fleet 1934-36) and HMS Hood Med Fleet (1936-38).

Welshmen memorabilia: Mr. Ken James, 28 Grosvenor Road, Speen, Newbury, Berks, RG13 1SS (tel 01356-42772), would welcome memorabilia of the Welshmen campaign, such as badges and uniforms for a museum in the area.

T-shirt swap: Mr. John Grintlaw, 19 Ambon St, Ashburton 3147, Victoria, Australia, has a new Royal Australian Navy T-shirt of medium size which he is willing to swap for a new Navy News T-shirt (small), chest 34in, or a D-Day 50th anniversary T-shirt.

HMS Anson (1944-46): Mr. W. D. Goss, 36 Makenzie Ave, Faversham, Kent, ME13 8NE (tel 01795-533536), would like to hear from anyone who remembers him when serving in the Far East.

BBC TV: Were you on a naval ship in Portsmouth on or around VE Day, May 7-9, 1945. If so, Harriet Fleming at the BBC would appreciate talking to you on 0181-225-7536.

Ships' Bells: Chatham Dockyard Historical Society are seeking the ships bells of HMS Tenby and Folkestone. Contact the Museum, Chatham Historical Dockyard, Kent, ME4 4TE (tel 01634-844897).

HMS Blankney (L30): Mr. A. E. Hardy, 16 Sycamore Rd Stapenhill, Burton-on-Trent, Staffs, DE15 9NP (tel 01283-542964), who served as Yeoman of Signals aboard the Blankney, would welcome a photograph of the ship dressed overall, entering Dover harbour on VE Day.

HMS Abercrombie: Mr Barry Fairclough, 9 Haylor Grove, Dodworth, Barnsley, S. Yorks S75 3QS (tel 01226 291033), is building a model of the 15in gun monitor Abercrombie, completed 1943 and would welcome any photographs of her, which will be returned after copying.

Fleet drifters: Mr J. Barker, 24 Gilroy Drive, Scarborough, Ontario, M1P 1Z9, seeks photographs of the WW2 drifters — such as Coldsnap, Harvest Moon and Indian Summer — that were used as tenders to capital ships in Scape Flow, and based on HMS Iron Duke at Long Hope. All expenses covered.

HMS Tenacious (1943-46): Mrs L. Richards, 23 Dumfries Street, Treorchy, Rhondda, Mid Glam CF42 6TV, whose late husband, ex-AB Kenneth Richards, was in Tokyo Bay for the surrender of the Japanese, would like to hear from his old shipmates, especially ex-AB Ken Sheppard of Liverpool.

HMS Ajax (1943): Mr Jacques J. Stearns, PO Box 3335, Livermore, California, USA, would welcome news of George Frober, who stayed with his family in Simsbury, Conn, and Ernest Tobbell, who stayed with a neighbour when Ajax was undergoing repairs in the USA in 1943.

HMS Trawler Jasper: (T14 and ex-Balt-hasar) 1942: Mr Anthony Collins, 19 Mason Hill Road, Ayr, Scotland KA7 3NX is researching the wartime service of the Trawler and its loss by torpedo on December 1, 1942, in which his uncle Stoker Matthew Wren Dempsey died. He would like to hear from any of the following members — ex-PO Lynn, Sig G. C. Flinders, Engineer H. F. Toovey, Stokers J. Sutton and C. James, LS Dann and A.Bs Crompton, Lockey, Mitchell and Shepherd.

HM Submarine Splendid (1943): Mr J. Halley, 5 Walnut Tree Road, Shepperton, Middx, TW17 0RW, wants to hear from any former members of the submarine Splendid, lost off Corsica, April 21, 1943.

HMS Odin (1930s): Mr F. L. Ellis, 60 Merrifield Road, Pakefield, Suffolk, NR33 7HB, (tel 01502-518947), is trying to trace rela-

tives of his late cousin, ex-LCK Jack Baxter, who after service in HMS Royal Sovereign, joined the submarine Odin in the late 1930s, married Joan Plant at Eastham, London about 1932, and subsequently had a son Jackie. He would especially like to hear from Michael (Jack) Keelan, Laurie Morgan, and Nobby Clark.

Naim Transport Co Ltd (1923-1938): Mr Ian D. Gordon, 6 William Street, Queenspark, Nairn, Scotland IV12 5DS would like to hear from any of the transport personnel who operated from Haifa, Palestine, or who may have photographs.

5th Fighter Wing HMS Indomitable (1944-45): Mr Timothy B. A. Graves, 5 Epsom Close, Botley Park, Lichfield, Staffs WS14 5YE (tel 01543-257397) wants to contact officers, NCOs and ratings who served in 1839/1840 and 1844 Squadrons who may be prepared to contribute to a book he is preparing.

Motor Launch (MML120): Mrs Fay Saxby, Dodworth Branch Library, High Street, Dodworth, Barnsley, S. Yorks (tel 01226-281395). Would welcome any information about the motor launch, its wartime record and its crew, for a book being prepared on "Dodworth At War". The launch was donated by the village of Dodworth during the Second World War.

HMS Scimitar (1939-47): Mr J. G. Hemmings, Perschore Heritage and History Society, c/o Town Clerk, Perschore Town Council, Bell House, 5A Bridge Street, Perschore, WR 10 1AJ (home tel 01386-553186), would welcome as much information as possible from the Scimitar's former ship's company. The ship was adopted by Perschore during 'Warship Week'.

Model of the Graf Spee: Mr James Dodd, 20 Laburnum Grove, Whitby, Ellesmere Port, South Wirral L66-2PD, former Ordnance Artificer at HMS Vernon made a model of the German battleship later presented to Lord Harwood to commemorate the Battle of the River Plate. He would welcome any photographs of the model or its presentation in 1961.

HMS Formidable (1941): Relatives of the late William Jackson, former Ordnance Artificer, who served in the Formidable and died in Alexandria on July 14, 1941, are interested in a photograph of his burial place at Hadra War Memorial Cemetery. Contact Mr James Dodd, 20 Laburnum Grove, Whitby, Ellesmere Port, South Wirral L66 3PD.

Robert New (M1 Wise, Devonport 1943-46): Mrs P. M. Collins, 445 Egguckland Road, Egguckland, Plymouth PL6 5QY (tel 01752 780408), would welcome any information about Robert New or his friends George Rose, Robert Stark, Herman Thompson who served under Commodore Eben Korns, at Hamoaze House, Mt Wise, Devonport, Plymouth.

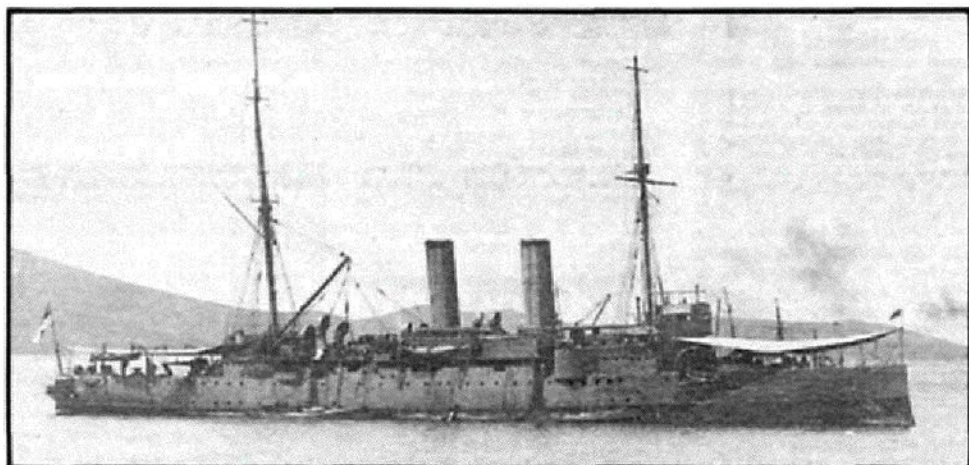
Malaya 1950-1952: Mr R. L. Stevens, 4 Chester Street, Mansfield, Notts NG19 6DW, has photographs available of the graves of Royal Marines of 40, 42 and 45 Commandos who are buried in Kamunting Road Cemetery, Taiping, Cheras Road Cemetery and Batu Gajah.

Cap Ribbons and medals: Mr R. W. Stobart, 21 Grand Flameur Drive, Hobartville, NSW 2753 Australia, has the following cap ribbons available: HMS Malaya, HMS Victory (original pre-war issue), HMS Terror (original 1947 issue, Singapore), HMS Ganges (original issue, 1936), plus silver medal for third place in Christmas 1936 call-boy competition enclosed in NAAFI case and donor medal for RAOB Ghe (Sir T. Stamford Raffles), issued Singapore 1950.

HMS Pegasus (1914): Mr Kevin Patience, PO Box 669, Bahrain, is working on the second volume of research relating to Zanzibar and seeks information about the loss of the Pegasus in the harbour on Sept 20, 1914.

HMS Dundee (1936): Mr P. S. Moorey, 28 Border Road, Haslemere, Surrey, GU27 1PF, who is researching the Goodwill visit of the Dundee, to Savannah, Georgia, seeks any information about the visit.

HMS Javeline (1940): Mrs J. R. Richardson, 2 Rosemary Lane, Norton, Stourbridge, West Mid DY8 3EP (tel 01384-374406) would like to hear from anyone who knew ex-AB Jack Mole (P/SX 21881) killed in action November 29, 1941, and who has a photograph of him for use in a book.



Tiree bell goes home

BELL of the wartime armed trawler HMS Tiree will be formally dedicated as a gift to the island of Tiree on May 28 — in the presence of several of the ship's company.

Also there will be the donor, Lt Cdr Fred Stickland, and the man who arranged the gift, Shipmate Allan Snowden of West Lothian branch.

History

Since the plan to present the bell to the islanders was reported in the November edition of *Navy News* many former Tires contacted Allan to enable him to build up a comprehensive history and photo file of the vessel's 19 years of service in the Royal Navy.

Twenty members of West Lothian branch will be present to see the Rev Neil McKinnon of Tiree formally dedicate the bell. Any other ex-Tiree men who would like to be there should contact Allan Snowden at 90 Sutherland Way, Knightsbridge West, Livingston, West Lothian EH54 8HX (tel. 01506 491420).



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PRIZE PUZZLE

FIRST winner in Navy News' mystery picture competition is Mr P. E. Whitehead of Wimborne, Dorset, who receives £25 for correctly naming the ship in our March puzzle as HMS Codrington at Dover in May, 1940 (she was disembarking troops from Dunkirk).

Another £25 is offered for the solution to this month's picture. Tell us:

1. THE NAME of the ship in the photograph.
2. WHERE it was taken.
3. WHEN (in what year) it was taken.

Fill in the coupon below and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth, Hants PO1 3HH.

Coupons giving correct answers to all three questions will go into a prize draw to establish a single winner. Closing date for entries is June 15, 1995.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our May edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 3

Name

Address

1. NAME OF THE SHIP?
2. WHERE?
3. WHEN?

MARCH OF UNITY FOR DERBYSHIRE

MEMBERS of Derby branch with those of the Submarine Old Comrades and the Fleet Air Arm Associations will parade as the "Royal Naval Contingent" during celebrations to mark VE Day.

The contingent will be headed at all times by the three standards of the Associations and will march under the watchful eye of parade commander Mr. Ken Griffin of Derbyshire FAHA.

He invites all ex-naval personnel in Derbyshire to join all parades. A list of these can be obtained by writing to Mr.

Branch News

Griffin, 97 Woodlands Road, Allestree, Derby DE22 2HH (tel 01332-556005).

Taunton

Members travelled to London for the Mountbatten Festival of Music at the Royal Albert Hall. Closer to home the branch celebrated its 13th birthday by organising a dance attended by 150 shipmates and friends, including four cadets from TS Taunton Boxer Sea Cadet unit who were praised

Video to lift image of Association

WITH THE year 2000 in mind, when many of today's branch officials will be ready to hand over responsibilities to younger hands, Shipmate Jan Thomas, public relations officer of No. 10 Area, is producing a video giving an insight into the RNA.

It will be shown in ships and shore bases and will dispel some of the mistaken ideas some young sailors have about the Association. It will show them what the RNA stands for and what it offers and achieves in terms of money raised by branches for naval charities and welfare work.

To accomplish the task, Shipmate Thomas requires the help of two people in the area who have recently left the Navy. He can be reached on 01942-876583 or by writing to 3 Freshfield Avenue, Atherton, Gtr Manchester M46 9PJ.

Pioneers mark 60th year

AYLESBURY — the very first RNA branch — marked its diamond jubilee by having a group photograph taken. On display was No. 1 certificate, issued on March 8, 1935, and the branch standard. Tributes were paid to the late Shipmate Thomas Oakley, whose vision led to the establishment of the branch and the growth of the RNA.



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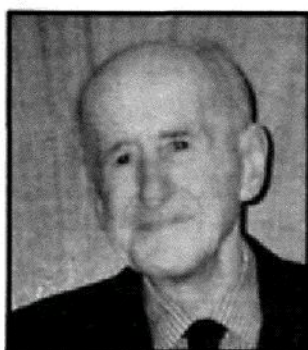
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Anti-submarine ace honoured

WARTIME anti-submarine ace Rear Admiral Philip Burnett (right) has been made a life vice-president of Falmouth branch. Admiral Burnett was presented with a commemorative certificate by branch president, Vice Admiral Sir James Jungius, and the chairman, Lt Harold Thompson, at the branch's annual general meeting.

Admiral Burnett was first lieutenant of Earl Mountbatten's destroyer HMS Kelly from the beginning of the war, later being promoted Commander and leaving the ship before she was sunk off Crete in 1941.

During the rest of the war, as an escort group command-



er, he was responsible for the sinking of several U-boats. For these actions he was awarded the DSO, DSC and Bar.

for carrying out their duties as raffle ticket sellers.

The events were followed by a skittle match against Street branch, a visit to Bath, to Harvey's Bristol Cream Museum and to the Commando Training Centre, RM Lympstone, for VE celebrations. The branch welcomes new members at its meeting on the first Friday of the month at the Royal British Legion Club at 2000.

Bradford

While many celebrations are planned to mark the branch's diamond jubilee, the main event will be a service in the cathedral on September 10, followed by a parade through the town to the City Hall. Further details from Shipmate F. Jowett, 98 Mount Pleasant, Oakworth, Keighley BD22 7PP (tel 01535-642175).

Meetings are held on the first Tuesday of the month at Bradford Function Centre, Salem Street. New recruits are welcome.

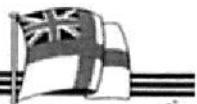
Llanelli

Shipmate Raymond Rees and his wife have been invited to Guernsey for the island's celebrations. Shipmate Rees was a PO Tel serving in HMS Bulldog, part of Task Force 135 which liberated the island on May 9, 1945.

Bexhill on Sea

Members have good reason to walk tall. Since the branch commissioned a year ago it has become the third largest in No 3 Area and is still growing.

Notice Board



Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at May 1, 1995.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during April.

CCMEALM — 266, Nil; CCMEAL — 158, Nil; CCMEALSM — 137, Nil; CCMEALSM — 150, 1; CCWEAADC — Int, Nil; CCWEAADC — Int, Nil; CCWEAADC — 161, Nil; CCWEAADC — 231, Nil; CCWEAADC — 209, 1; CCWEAADC — 143, Nil; CCWEAADC — 320, Nil; CCWEAADC — 305, 1; LSEW/LRO(W) — Int (14.1.93), Nil; PO(M) — 102, 2; LSEW/LRO(W) — Int (16.3.93), 2; PO(R) — 327, 4; LSEW/LRO(W) — 92, Nil; PO(S) — Int (13.7.93), 1; LSEW/LRO(W) — 375, 2; LSEW/LRO(W) — 331, 1; PO(W) — 399, Nil; LSEW/LRO(W) — 323, Nil; PO(SEA) — 438, 2; PO(W) — 486, 1; LRO(W) — 453, Nil; PO(S) — 446, 2; LRO(W) — 273, 1; POPT — 307, Nil; RPO — 354, Nil.

PO(MEM)(L)(GS) — Int (18.2.93), 2; LMEM(L)(GS) — Int (26.11.93), 6; PO(MEM)(L)(GS) — 607, 3; LMEM(L)(GS) — 356, 8; PO(MEM)(L)(GS) — 219, Nil; LMEM(L)(GS) — 133, Nil; PO(MEM)(L)(GS) — 119, Nil; LMEM(L)(GS) — Int (19.3.93), Nil; LCK(GS) — 240, 2; POSTD(GS) — 715, 1; LST(D)(GS) — 150, Nil; PO(SA)(GS) — 605, 3; LSA(GS) — 154, 2; POWTR(GS) — 204, 4; LWTR(GS) — 134, 6.

POMA — 246, 1; LMA — Int (10.5.94), 2; PO(S)(SM)(O) — 260, Nil; LS(S)(SM) — 389, Nil; PO(TS)(SM) — 184, Nil; LS(TS)(SM) — 194, Nil; PO(S)(SM) — 435, Nil; LRO(SM) — 185, Nil; PO(MEM)(L)(SM) — 510, Nil; LMEM(L)(SM) — 418, 3; PO(W)(SM) — 567, Nil; LOM(W)(SM) — 385, Nil; PO(MEM)(R)(SM) — 87, Nil; LMEM(R)(SM) — 432, Nil; PO(W)(SM) — Dry, Nil; PO(SA)(SM) — 378, Nil; LSA(SM) — 88, Nil; POWTR(SM) — Int (2.12.92), Nil; LWTR(SM) — 177, Nil; POCK(SM) — Int, Nil; LCK(SM) — 704, Nil; POSTD(SM) — 439, 1; LST(D)(SM) — 990, Nil.

POA(AH) — 1140, Nil; LA(AH) — 974, Nil; POA(METOC) — Int, Nil; LA(METOC) — Int (28.1.94), Nil; POA(POH) — 537, Nil; POA(SE) — 693, Nil; LA(SE) — 446, Nil; POA(MH) — 562, Nil; POA(M) — 378, 5; LAEM(R) — 479, 6; POAEM(R) — 133, Nil; LAEM(R) — 496, Nil; POAEM(WL) — 210, 2; LAEM(WL) — 453, 2; POAC — Dry, Nil; POWREN(R) — 368, Nil; LWREN(R) — 327, Nil; POWREN(RS) — 558, Nil; LWREN(R) — 463, Nil; POWREN(R) — 311, 1; RPOWREN — 182, Nil; POWRENCK — Int, Nil; LWRENCK — Int (18.2.93), Nil; POWRENCK — 1010, Nil; LWRENCK — 314, Nil; POWRENCK — 358, Nil; LWRENCK — 153, Nil; POWRENCK — 268, Nil; LWRENCK — 268, Nil; POW-

RENWTR(G) — 464, Nil; LWRENWTR(G) — Int (15.6.93), Nil; POWRENMETOC — Int, Nil; LWRENMETOC — Int, Nil; POWREN-
PHOT — 433, Nil.

POWRENAEM(M) — Int, Nil; LWRENAEM(M) — Int, Nil; POWRENAEM(R) — Int, Nil; LWRENAEM(R) — 431, Nil; POWRENAEM(WL) — 157, Nil; LWRENAEM(WL) — Int, Nil; POWRENETS — 612, Nil; LWRENETS — 85, Nil; LWRENETS — 517, Nil; POWRENTA — 367, Nil; LWRENTA — 348, Nil; POWRENTA — 349, Nil; POWRENTA — 267, Nil; LWRENTA — 98, Nil; POEN(G) — Int (9.11.93), Nil; LEN(G) — Int (8.2.94), Nil; PONA — 154, Nil; POMA(G) — 219, Nil; LMA(G) — 155, Nil.

The basic dates quoted for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWRENQA — 347, Nil; POWRENTEL — 806, Nil.

In accordance with DC(RN) 37/93 all qualified female sea-goers now appear on the RN rosters only.

It should be noted that the number of B13s issued in the female categories are those advanced from the female Shore Roster.

SD List

THE following officers have been provisionally selected for promotion:

SPECIAL DUTIES

To commander — to date October 1 1995.

Seaman: D. Hilton.
To lieutenant-commander: P. R. Skrzyzak, R. P. Wilson, G. Thompson, J. P. Cox, R. W. Sutton, A. G. Daniel, M. F. Jenrick, A. L. Nolan, R. M. Morland.

Engineering: To commander — P.W.A. Wearmouth, J. Kirk.
To lieutenant-commander — N. Macaulay, G. R. Morrison, I. J. Goble, T. S. Day, R. A. Edwards, A. Nelson, I. Andrews, E. W. Roberts, K. W. Goldie, M. Pickbourne, S. J. Peerman, M. S. Kemp, C. Brazendale, A. J. Dorricott, A. Naylor, P. C. Maidment, K. C. Baxter, R. Hobbs, M. N. Moore.

Supply and Secretariat: To commander — B. V. Stonham.

To lieutenant-commander — B. J. M. Bonsey, A. P. Morris, B. J. Dobson, B. Llewellyn.

Medical: To commander — E. G. Bootland.

SUPPLEMENTARY LIST

Seaman: To commander — M. D. Salter, A. J. Bull.

To lieutenant-commander — D. J. Ahern, C. J. Dunn, A. W. Evans, C. J. Goble, R. Moffatt, R. P. Stone, C. J. Greaves, J. W. G. Frost, W. M. H. Dean, I. J. R. Daniels, A. J. Holley, M. R. Clifford, M. K. Fulford, M. F. Auckland, R. I. Carter, K. J. Smith, D. R. Callister, M. V. Carretta, C. J. Daniels, S. C. Pipkin, J. A. Lawler, K. R. Mathieson, T. E. Lort, B. R. Service, G. Warnock, P. R. Brundie.

Supply and Secretariat: To lieutenant-commander — P. C. Hughes, S. G. Woodard.

Instructor: To lieutenant-commander — P. H. Oldfield, G. F. G. Hudson, G. E. Nunn, G. J. D. Chapman, C. Cunningham, H. Hassell, D. A. Collins, S. N. Rippington.

Female non-specialist officers: To lieutenant-commander — A. J. Buchanan, S. B. Davis.

ROYAL MARINES

To captain SD — J. C. Atkinson, T. S. E. Warren, D. L. Grace, S. J. Launchbury, G. Matthews.

Deaths

WDS22 Alison Tew, HMS Nelson. March 20.

Rear Admiral David Williams, engineer officer HMS Hasty 1939-42. Awarded DSO after Battle of Cape Matapan, and mentioned in despatches four times in 1942. Received C-in-C's Commendation as engineer officer in HMS Implacable 1942-45. HMS Argonaut 1945-47. CO HMS Sanderling (RNAS Abbotsinch) 1959-61. Retired 1965 from appointment as Director-General (Aircraft), member of The Association of RN Officers. Aged 84.

Capt Peter Norton, navigating officer (1938-44) in HM ships Hebe, Bramble, Fiji and Birmingham. Awarded DSC after Fiji sunk in 1942. HMS Illustrious 1949-51. Commander of HMS Dryad (1949-51), executive officer HMS Bermuda (1951-53) and afterwards appointed to HMS Afrkaner (Simons Town). After promotion to captain spent three years as naval attaché in Cairo, Beirut, Damascus, Amman and Addis Ababa. A noted artist, his friends included Edith Sitwell, Marie Stopes and Margot Fonteyn, member of the Association of RN Officers. Aged 82.

Li-Cel Sir Vivian Dunn RM, first military Director of Music to be knighted. Played violin in Sir Henry's Wood's Queen's Hall Orchestra and the BBC Symphony Orchestra under Sir Adrian Boult before joining the Royal Marines. Appointed Director of Music of Portsmouth Div. Band in 1931. Appointed first Director of the RM Band Service 1953. Composed music for four quick marches and for the film "Cockleshell Heroes". Awarded an EMI Golden Disc in 1969.

National vice-president of the RNA. Aged 86.

Cdr Richard Pool, author of "From Scapa Flow to the River Kwa" and "Course for Disaster". Survivor, HMS Repulse. Commanded flotilla of small craft based on Singapore to harass advancing Japanese. Awarded DSC. Escaped Singapore in ML 310 and after harrowing journey was captured. Imprisoned in Changi Jail. Cdr Pool was eventually sent to work on Burma-Siam railway. April 1. Aged 75.

George Brunton, ex-PO RE, served in HM submarines Spirit, Tantalus, Sirdar, Spearhead, Trenchant and Token. Member of SOCA.

H. Marsh, ex-CERA. Served HMS Ganges and Royal Ulsterman 1942-46. Aged 72.

Tom Atkinson, served HM ships Caledonia, Calypso, Coventry, Vulcan, Kelvin, Empire Battelaxe (Far East).

Li Cdr (E) John Maher, served in HM ships Liverpool, Phoenix, Vigo, Decoy, Adamant, Devonshire, Collingwood, Berry Head. Naval historian.

J. Sharret, ex-POPT, member of London and Midway RNPTBA. Aged 78.

Ivor Toms, ex-CERA, served 1942-54, including Froisher Div, HMS Fagard and HMS Eagle. Aged 68.

T. W. Quayle, FCERA(Air), served in HM ships Nuthatch, Gannet, Indomitable, Blackcap, Sanderling, Aniel (NAMEB), Goldcrest, Hermes, Triumph, Fulmar, Osprey. Aged 68.

Li Cdr Eric Goss, former port auxiliary officer IC RNKS Silverpool. War service included HMS Penn dying on Pedestal. March 24. Aged 74.

Ivor Newton, ex-POGL, served 1935-50.

Ships included Iron Duke, Suffolk, Lynx, Berkeley and Ravager as well as St Vincent. Excellent and Victory. Aged 74.

Fred Bicker, ex-CPO Stoker, served in HM ships Sheffield, Kenya, Aisne, Crossbow and Vidal. Aged 71.

Austin Howell, ex-HMS Mandate, member of Algerines Association.

Norman Meredith, ex-HMS Ready, member of Algerines Association.

Albert Runcie, ex-HMS Pincher, member of Algerines Association.

Donald Walker, ex-HMS Welfare, member of Algerines Association.

Dave (Hutty) Head, ex-Chief Sailsman, served in HM ships Vanguard, Brighton, Victory. Aged 58.

L. G. F. (Buster) Brown, ex-CPOGL, ex "Mercury Boy". Ships included Ajax and Ganges. Member of Algerines Association. Aged 71.

Arthur (Charlie) Chaplin, ex-CRS, served RN 1946-69 and RNR 1969-83. Ships included Formidable, Jamaica, Leeds Castle, Flint Castle, Athlone, Implacable, Ark Royal, Albion, Blackwood, Undine, Rocket, Whiffy. Also 771, 728 and 815 NAS. In RNR served in HMS Ceres (Leeds).

Edwin Simpson, ex-AB Gunner and one of first Naval Provost personnel. Ships included Devonshire, Rodney, Wolverine, Drake, Carthage.

Joe Edmonds, served in HM submarines Stubborn and P238. Member of SOCA. Aged 72.

W. Crane, served in HM submarines Torbay, Seraph, Springer and Artemis. Aged 75.

B. Prince, ex-LS LTO, served in HM ships Queen Elizabeth, Victory, Braganza.

Robert Sowerby Miles, ex-AB, served 15 years. Ships included HMS Warspite. Aged 74.

Li (SDO) John Thomas, served 1945-75. Appointments included HMS Mohawk and Fraser Gunner Range. Member of HMS Decoy Association. April 15.

Li P. S. Hodson. Joined as boy seaman. Ships included HMS Cleopatra, Wrangler, Aunson, Maidstone, Albion and RNAS Cudrose. Aged 64.

George (Dutchy) Holland, ex-POSTD. Served 1966-86. Ships included HMS Eagle, Apollo, Triumph, Nubian, Yarmouth, Plymouth in Falklands War. Late of RFA Fort Austin off Bosnia. March 31. Aged 47.

Colin William Gardner (born Bancroft). Joined as boy seaman, served Ex-CPO drill instructor. Ships included HMS Victory, Cochrane, Ashton, Royal Arthur, Indefatigable, Jupiter, Fagard, Raleigh, Hydra. Founder member Ton-class Association and Borneo and Malaya Association. Aged 60.

CK M. Armstrong, 3R Mess, HMS Battleaxe, BFPO 223, drafted HMS Dolphin Aug 02. Will swap for any Plymouth shore base.

WFO1(U) K. Thomas, Commachio Group, RM Condo ext 2075. Will consider any other draft.

STD P. Cowen, 4K1 Mess, HMS Fearless, BFPO 283, drafted HMS Gannet mid-June. Will swap for HMS Nelson or any Portsmouth shore base.

MEM Williams, HMS Newcastle (due for refit July). Will swap for any Portsmouth ship.

AB(S) Hodges, 3PP(Mess, HMS Brazen, BFPO 234, deploying Oct. Will swap for any non-deploying Plymouth-based Type 22 or shore base, preferably Cudrose. 2050 trained.

POCA P. Leckey, HMS Endurance, BFPO 279, drafted HMS Heron July. Will swap for any Portsmouth shore base.

AB(M) Gullist, HMS Birmingham, Devonport ext 51565/54489, drafted HMS Intrepid, Aug 1. Will swap for any Plymouth shore base and will consider any Plymouth ship.

CK1 P. D. Lambert, 3Q Mess, HMS Broadsword, drafted HMS Sultan, July 31. Will swap for RM Poole of HMS Nelson.

WEM(R) Berry, HMS Intrepid, drafted HMS Birmingham, July. Will swap for any Portsmouth ship deploying or not.

MA Baker, HMS Nelson Sick Bay, ext 24109. Will swap for anything in Plymouth area.

LRO(T) Hall, 2G2 Port Alt Mess, HMS Invaluable, BFPO 308. Will consider any Type 42 deploying or not.

LWEM(R) S. Marshall, 3G Mess, HMS Coventry, BFPO 259, drafted BFF1 Dec. Will consider any UK draft.

LWEM(R) Stock, 3G Mess, HMS Coventry, BFPO 259, drafted RNU Edzell, Dec 2. Will swap for any Portsmouth shore base or ship.

MEM(L)1 C. Dellow, HMS Sandown (Faslane bound), Rosyth ext 62169. Will consider any non-deploying ship or shore base.

STD1 Crawford, HMS Sandown (Faslane bound), Rosyth ext 62169. Will consider any non-deploying ship or shore base.

WRO1 Platt, HMS Osprey ext 2474. Will consider any shore establishment in Scotland.

AW(R) Penny, HMS Fearless (CAAS necessary). Will swap for any Plymouth Type 23 deploying or not.

LS(M) Donachite, 30 MAN Mess, HMS

pointments

Rear Admiral J. H. Dunt promoted Vice Admiral as Deputy Chief of Defence Staff (Systems), succeeding Vice Admiral M. G. Rutherford. March 21.

Commodore P. Spencer promoted Rear Admiral as Director General Fleet Support (Operations and Plans), succeeding Rear Admiral J. H. Dunt. March 16.

Capt A. K. Backus to serve in the rank of Commodore and to be Commander British Forces Falklands Islands. Aug 29.

Li Cdr S. M. Elliman as officer-in-command URNU Hull and in temporary command HMS Explorer. March 7.

Promotions to Chief

AUTHORITY for promotion of the following ratings to Chief Petty Officer was issued by Captain Naval Drafting in April.

OPERATIONS BRANCH (SEAMANS GROUP)

To CPO(M) — L.K. Smith (Cambridge).
To CPO(EW) — D. Reynolds (Dryad).
To CPO(S) — P. Plumb (JAAC Farnborough).

To CPO(SEA) — D.J. Deakin (Broadsword), M.K. Horsley (Victory).
To CPO(D) — N.D. Morse (Nelson).

(COMMUNICATIONS GROUP) REG AND PT

To CPORS — R.C. Brown (FOSF CXP).

MARINE ENGINEERING

To CPOMEM(L) — S.P. Michael (Sheffield).

SUPPLY AND SECRETARIAT BRANCH

To CPOCK — P.A. Arnold (Neptune).
To CPOSA — J.B. Chope (Raleigh), S.R.S. Cox (Nelson).

To CPOWTR — S.P. Lawrence (Excellent), R.W.B. Hemphill (Raleigh), J. Whyte (2SL/CHH), K.A. Rowe (2SL/CHH).

MEDICAL BRANCH

To CPOMA — S.A. Collins (CDO LOG REGT RM).

SUBMARINE SERVICE

To CPO(TSSM) — C.W. McNeill (Vanguard Port).

To CPOMEM(M) — P. Burns (Neptune).

FLEET AIR ARM

To CPOAEM(M) — I.J. Derrett (815 Ft 215), R.T. Barnes (810 Sqn Seahawk), P.J. Geary (Heron).

To CPOAEM(R) — C.C. Mander (820 Sqn).

To CPOAEM(WL) — C.W.L. Kirkwood (819 Sqn).

NON SEA-GOING BRANCHES

To CPO(FS) — N.C. Buckley (Nelson).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Captain Naval Drafting in April for the following ratings to be advanced to acting charge chief artificer:

ACCMEA — D.S.G. Gow (Spartan).
ACCMAEM — R.J. Henderson (815 Sqn HQ).

CHIEF PETTY OFFICER ARTIFICER

Authority was issued by Captain Naval Drafting in March for the following ratings to be advanced to acting charge chief artificer:

CPOCT(A) — S.H. Bland (Sheffield).
CPOMEA — G.P. Bush (Drake), S.A. Heap (Torbay).

CPOMEA — T. Coombs (Portsmouth FMRO), G.V. Fordham (Portsmouth FMRO), P. Humphreys (Drake), M. Lowery (Valiant).

E. Masson (Renown Port), D. McBain (Sultan), A.P. Sharp (Drake), C.J. Smith (Ark Royal), C.T. Smith (Torbay), G.N. Thain (Repulse Stbd).

ACPOAEM(WL) — M.A. Tubbs (Exchange RAF).

CPAEM(M) — S.J. Campbell (Heron).
ACPOAEM(M) — M.D. Fairbank (Osprey).
CPAEM(R) — J.B. Lockhart (Seahawk).
ACPOAEM(R) — R.D. Harrison (Seahawk).

CPOWEA — J. Chilton (DGFS(ES), T.A. Hart (Ark Royal), D.A. Horler (Invincible), A.W. James (Newcastle), A.J. Lawrence (Beagle), G.D. Mortley (Southampton), A.G. Tromans (Neptune), I.M. Warner (Montrose), D.J. Wisbey (Neptune SM).

ACPOWEA — A.S. McLardy (CWTA Portsmouth), D.R. Slater (Talent), A. Weeks (Portsmouth FMRO).

Swop Drafts

Norfolk, BFPO 344, drafted Gunwharf HMS Nelson, July 5. Will swap for any Devonport ship or establishment.

STD Brokenshire, HMS Westminster, BFPO 426, drafted RNAS Cudrose, June. Will swap for any Devonport shore base or ship not deploying.

CK1 Jackson, HMS Sultan ext 2364, drafted RFA Argus, Oct. Will swap for any sea-going Portsmouth ship.

WRO1 Tranter, Plymouth ext 767/768, drafted Commcon, Fort Southwick, Sept. Will swap for any shore draft in Plymouth.

WAB(R) Abdy, RNAS Yeovilton, 11 Cadman St. Wath-upon-Dearne. Will swap for any Portsmouth shore base.

LMA(Q) Turner, HMS Fearless ext 22503, drafted HMS Drake, Aug. Will swap for RNAS Yeovilton or any Portsmouth draft.

LRO(Q) Beard, Northwood ext 8635, drafted HMS Hurworth, Nov. Will swap for any Portsmouth Type 42 deploying or not.

AB(EW) Gentry, 3G Stbd Mess, HMS Brilliant, BFPO 237. Will consider any Portsmouth draft.

OM(AW) McGraw, HMS Birmingham ext 51565, drafted HMS Campbelltown, Aug 8. Will swap for any Portsmouth or future-based Portsmouth Type 23.

MEM(L) D. Sidebottom, 01705 723362 or HMS Ark Royal, BFPO 212, drafted HMS Lancaster. Will swap for HMS Illustrious.

LMEM(M) P. Wingfield, HMS Berkeley, BFPO 226, Portsmouth based, Nov. Will swap for any Island-class or single-role MCMV.

MEM(M) Findlay, HMS Berkeley, BFPO 226, Portsmouth based in Nov. Will swap for any Faslane-based single-role MCMV.

MEM(M) Hayes, HMS Berkeley, BFPO 226, Portsmouth based in Nov. Will swap for any Faslane-based single-role MCMV.

MEM(M) Richardson, HMS Berkeley, BFPO 226, Portsmouth based in Nov. Will swap for any Faslane-based single-role MCMV.

MEM(M) Downing, HMS Leeds Castle, BFPO 325, drafted Defiance, June. Will swap for any Devonport ship.

AB(S) Morgans, HMS Drake ext 65165, drafted HMS Brave, May 2, deploying. Will swap for any Plymouth ship not deploying.

LRO(Q) Wicks, 6G Complex, HMS Illustrious, BFPO 305. Will consider any swop, preferably Plymouth.

LCK Ranger, 2KP Mess, HMS Westminster, BFPO 426. Will swap for any Plymouth

ship preferably not deploying.

POSTD Parkinson, Wardroom, HMS Neptune ext 8114. Will consider swop for any shore billet.

WSTD Lancaster, Northwood ext 8112. Will swap for any Portsmouth shore base.

STD Cairns, 5NOM (POSTD) ext 145465, drafted HMS Invaluable and Oct. Will swap for any ship, preferably Type 42 or 23.

AB(EW) Allison, HMS Dumbarton Castle, BFPO 274, UK based until March 96. Will swap for any Portsmouth ship, preferably not deploying.

Uplifting presents

ALMOST 100 Brazilian naval personnel based temporarily in Portsmouth received an uplifting gift during their stay. Each was presented with a Portuguese edition of the New Testament by the Church of Scotland and the Free Church.

The bibles were presented by CSFC naval chaplain, the Rev Malcolm McCall, to the ships' companies of three minesweepers which had been transferred from the Royal Navy to Brazil.

IN REMEMBRANCE OF John Knox boy seaman and other ex HMS Caledonia boys who perished when HMS Hood was destroyed in action with Bismarck May 1941.

Also boy signaller Johnstone and U/S Tucker of HMS Prince of Wales who died in the same action.

You are not forgotten by John Campbell (New Zealand) Sam Wood DSM. (Macclesfield).

1945-1995 CELEBRATE VICTORY WITH THE 50TH ANNIVERSARY OF VICTORY MEDAL



THIS COMMEMORATIVE MEDAL STRUCK IN NICKEL SILVER HAS BEEN PRODUCED

VANGUARD LEFT 'HIGH AND DRY'

THE TRIDENT nuclear powered submarine HMS Vanguard was left high and dry during routine maintenance at HMS Neptune.

The boat had returned from her first operational patrol and was taking advantage of Clyde Submarine base's giant new shiplift.

The docking went without a hitch and the shiplift had no trouble accommodating Van-

guard's 16,000-tonne displacement and 150m length.

It was another milestone on the road to full operational clearance for the shiplift, which is expected at the end of the year.

Picture: HMS Neptune Photographic Department.



HMS Orkney rededicated

ISLAND-class patrol vessel HMS Orkney has completed a six-month refit and rejoins the Fishery Protection Squadron after sea trials.

The vessel was rededicated at a ceremony by Lady Troup — ship's sponsor and wife of Vice Admiral Sir Anthony Troup, a former Flag Officer Scotland and Northern Ireland.

Orkney, commanded by Lt Cdr Ian Pickles, was first commissioned in 1977.

Missing royal found in shed

KING Neptune has turned up after an absence of over 150 years.

Where was the ruler of the seas discovered? In the dusty depths of the Clyde Submarine Base boat shed!

The carved wooden figure is believed to have come from HMS Goliath, dating back to 1842.

The King has been restored to his former glory by the base's hull and mechanical workshops,

and now stands proudly in the wardroom foyer.

Above: Taking delivery of a newly refurbished Neptune is Commander Steve Sayles, with (left) Mr Allan Turkington, Mr Larry Redmond and WO Eric Bailey and (front) MEM(M)1 Barrie Barnacle and MEM(M)1 Blood Reid.

MEDAL NEWS

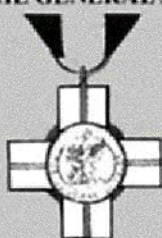
Long before official campaign medals were awarded by a reigning sovereign, tribute medals have been available to British troops and their allies to commemorate certain important military events that over the centuries have contributed towards making Great Britain 'great'.

Such battles as the Spanish Armada, Trafalgar, Mafeking and the celebration of the end of the First World War are well recorded by such medals.

Having been petitioned by veterans, Citadel Awards are proud to announce the inauguration of three new commemorative medals. Each medal with its uniquely designed ribbon is supplied ready to wear in a tiled box.

For all those veterans involved and who, in many cases, had no official award for their enduring and often dangerous service there will now be visible recognition of their efforts.

THE GENERAL SERVICE CROSS



This superb sterling silver hallmarked cross was instituted in 1992 as a commemorative award available to those men and women who have given valuable services to the British Commonwealth in peacetime and hostilities since 1939 and whose services in many cases have gone unrecognised. Members of all regular and reserve forces or equally important support units including Womens Land Army, WVS, SJAB, Nursing, Fire and Police services to name but a few, may apply.

STILL AVAILABLE

THE VOLUNTARY SERVICE MEDAL



The medal proposed by and produced exclusively for volunteers. Recognition has at last been given to the volunteers, both men and women, commissioned or non commissioned from all three services plus the Emergency Services: Police, Fire Brigade, Ambulance, Coastguard etc; who have given service to Great Britain and the Empire during peacetime or hostilities with a devotion second to none. The medal and its miniature are struck in solid silver.

NOTE: These medals may be applied for posthumously by next of kin.

NEW THE BRITISH ARMY OF THE RHINE (BAOR) MEDAL to celebrate their 50th anniversary. The medal and its miniature are to be struck in solid silver and are available to all military and civilian personnel who served in the BAOR 1945 to present day. A silver ribbon bar "BERLIN AIRLIFT" is available in addition to the medal to those who participated in, or were in direct support of, the airlift between June 26th 1948 and September 30th 1949.

NEW THE MARITIME SERVICE MEDAL (MSM) in recognition of those military and civilian personnel who have served at sea or in support of those at sea. This includes the Mercantile Marine, RN and associated reserve forces, RAF and Army Maritime sections, RFA, RNLI and other emergency waterborne services etc. The medal and its miniature are beautifully designed and struck in solid silver.

NEW SUEZ CANAL ZONE A solid silver medal and its miniature have been struck for those military and civilian personnel who served in the Suez Canal zone over the years and which culminated in the Suez Landings in 1956. A silver ribbon bar "Suez Landings" is available in addition to the medal to those British and French personnel who took part in, or were in direct support of, the combined operations between 31st October and 22nd December 1956.

THE THREE NEW MEDALS WERE NOT AVAILABLE FOR ILLUSTRATION AT THE TIME OF GOING TO PRESS.

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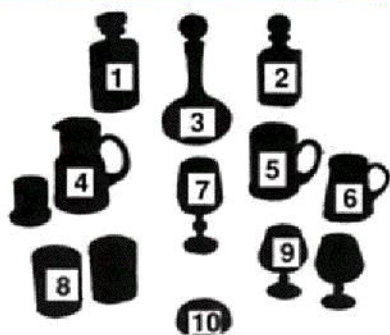
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PLOVER'S TRYST



Chinese food makes way for Navy nosh at a party for local schoolchildren on board HMS Plover in Macau.

IN WHAT is thought to be the first visit in living memory by the Royal Navy to Macau, two patrol craft of the Hong Kong Squadron, HM ships Plover and Peacock, made an informal call on the Portuguese colony.

They were met on arrival at the Macau International Ferry Terminal by Lt Jose Albergaria, Portuguese Navy liaison officer. Lt Cdr Simon Brown, CO of HMS Plover and Senior Officer Hong Kong Sqn, and Lt Cdr Sean Steeds, CO of HMS Peacock, then made an official call on the deputy harbourmaster, Cdr Sousa Henriques.

Local dignitaries, including representatives of the Governor, Interpol, the police and the maritime police, were welcomed to the ships for lunch and a cocktail party.

Local schoolchildren enjoyed a party, arranged by the ships' companies, on board HMS Plover, while Lt Cdr Brown carried out a press briefing.

A team representing the two ships took on the Marine Police Services at football, only to be "robbed" 3-1.

The amount of interest generated by the ships was evidenced on the last full day of the visit when they were open to the public and nearly 4,000 people took up the invitation. At one point the queue stretched back almost a mile.

Uphill struggle won

AS HMSTY Vengeance eased over the finish line of the Tag Heuer Hong Kong Four Peaks Race after 20 hours 11 minutes, the yacht's crew gloomily reflected they had dropped too far behind the leading boat, Sky Song, to beat her on handicap — but they were wrong.

Skipper Lt Cdr Rick Hanslip, Lt Cdr Cliff Squibb, Capt Mark Bailey RM, Lt Tom Guy and Mnc Buster Brown, together with Maj Griff Griffith and Lt Jono Walter, of 1 Royal Gurkha Rifles, had underestimated Vengeance's finishing time and were in first place overall by a full 16 minutes, winning the Royal Hong Kong Yacht Club San Fernando Trophy.

This was Vengeance's best result this season.

Combination

Like the Three Peaks Race on which it is based, the Hong Kong Four Peaks event combines sea racing with fell running. The course extends 83 nautical miles from Tung Lung Chau to Chung Hom Kok, with ascents of Ma On Shan (702m), Mt Stenhouse (353m), Lantau Peak (934m) and Violet Hill (433m) along the way.

Buster, a former national cross-country skier, was Vengeance's secret weapon when it came to getting ashore and leg-



Receiving their trophies from Mr Gerry Tsang of Desco (HK) Ltd, Tag Heuer importers, are Tom, Mark, Cliff, Buster, Jono and Griff. Skipper Rick was holidaying in Thailand at the time.



HMSTY Vengeance, this year's winner of the San Fernando Trophy, beats up to Sai Kung.



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DEBBIE, mother of one is seeking anyone aged 21-30 for friendship possible relationship. Brighten my days by writing to me, I'll be watching my letterbox, if possible include a photo. Box May 27.

HI, SINGLE 24, Woman looking for penpals aged between 23-29. My hobbies include cinema, bowling, pubbing, nights out with friends, travel, some sports. Family life important, home owner. Box May 28.

LOOKING for Fun, a few laughs, no ties, so am I. I'm an intelligent petite blonde of 36 with a wicked sense of humour. Interested? then write to Margaret. Box May 29.

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CULROSE petty officer Bernie Pettersen and Mrs Sue Douglas went along to Leedstown School, near the air station, to collect a sackful of letters and drawings for 820 Sqn, on deployment with HMS Illustrious in the Adriatic. Sue's husband is the squadron CO, Lt Cdr

Colin Douglas, and the letter writing scheme arose out of a conversation she had with school headteacher, Mr Paul Nicholls. She said she was sure the recipients of the letters would be delighted with them.

SPECIAL NEEDS ALSO MEANS THE PARENTS

FEELINGS of frustration and isolation are common to parents of special needs children as they struggle to comprehend doctors' prognoses and advice from other professionals.

For Service parents the last thing on their minds at this time is that their Service career could be at an end.

SSAFA recently held a very successful Special Needs Seminar for parents and professionals in the field — the latter including Naval Personnel Families Service and civilian social workers, doctors and barristers.

One parent wrote in afterwards to say how comforting it had been to learn she was not alone.

"... that there are more families out there who have probably felt just as frightened and intimidated as myself and feared for their husbands' careers failing.

"It was such a great relief to

sit and discuss our concerns, knowing that we were at last being heard and taken notice of."

But CCMEA(H) Adrian Rowe, RN representative on the committee of the Forces Children's Support Group, a tri-Service group formed by parents of special needs children, warned that some families were continuing to be ill-advised and that one of the first options offered was a compassionate discharge.

Prolonged

"Compassionate in this case hardly seems the right word. Guidance within BR8588 (Chapter II, Section III, Article 1144) details the procedure for a permanent or prolonged draft to a particular area.

"It would seem that this guidance is little used. Whilst these 'problem' Servicemen may cause drafting and administrative burdens, these are minor compared to the frustrations of being at the wrong end of the system.

"The system should be a workable one, with guidance not only for the parent but for the Divisional Officer who has to deal with the situation.

"If a discharge is not sought by the parents, they may find themselves being pressured into submitting for discharge. This is uncompromising and a professional cop-out by the ad-

visors. These parents don't choose to be an administrative burden; they need constructive advice."

CCMEA(H) Rowe said it was crucial not to compound an already stressful time for the parents with additional housing and financial problems, all of which could add to the strains on a marriage.

He said, "Servicemen in these circumstances deserve a better deal than they are getting at the moment."

A free, bi-annual newsletter is produced by the Forces Children's Support Group. It is aimed at parents, as well as support groups, schools, SSAFA, NPSF and the Sailors and Families Advice Bureau.

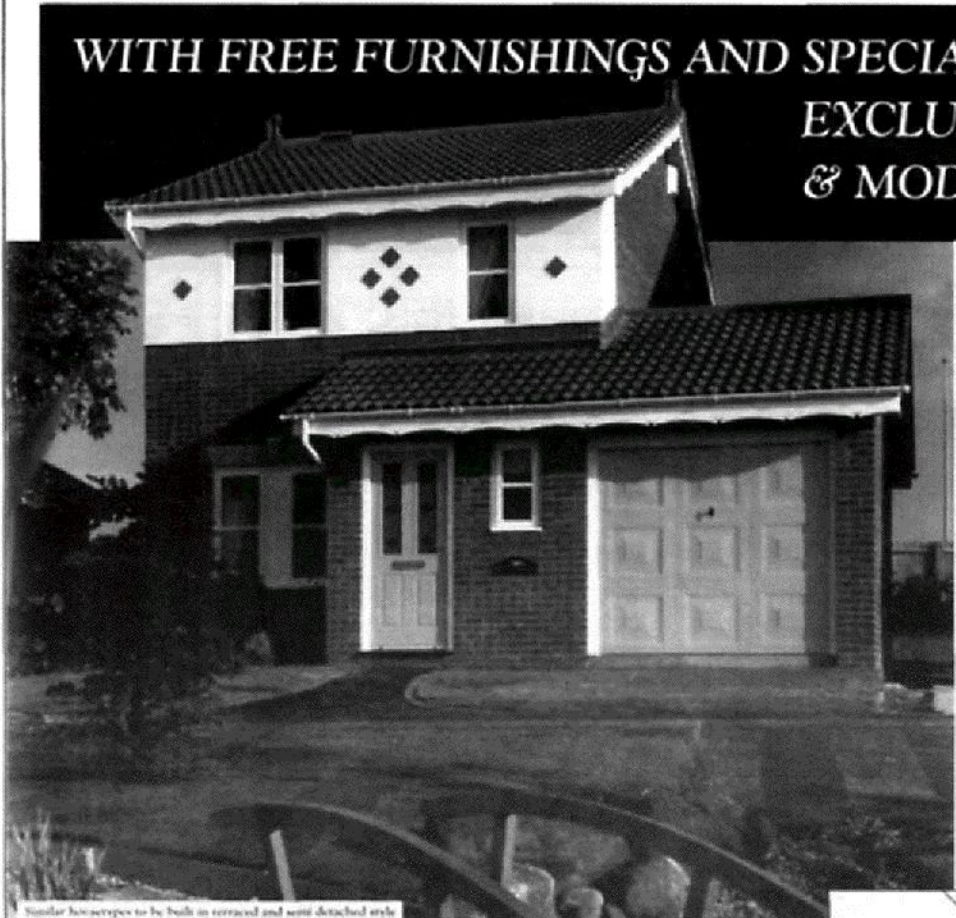
The newsletter is intended as a focal point for families with special needs children and a means of reducing the isolation they may feel. It does so through passing on information, encouraging local support groups, putting families with similar problems into contact with one another and airing Service-related problems. Sharing experiences has been found to be extremely useful.

To receive a copy of the newsletter write to or telephone Jan Illingworth, Special Needs Advisor, SSAFA, 19 Queen Elizabeth House, London SE1 2LP. 0171 403 8783 or 0171 962 9696.

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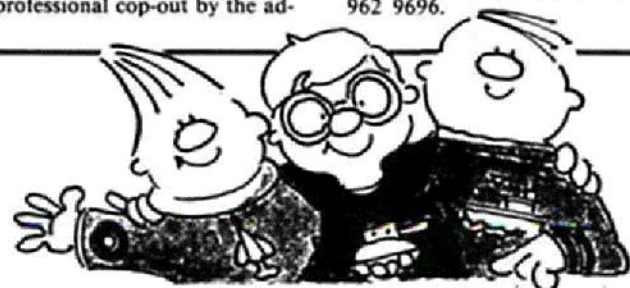
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Jet, TT and Dek

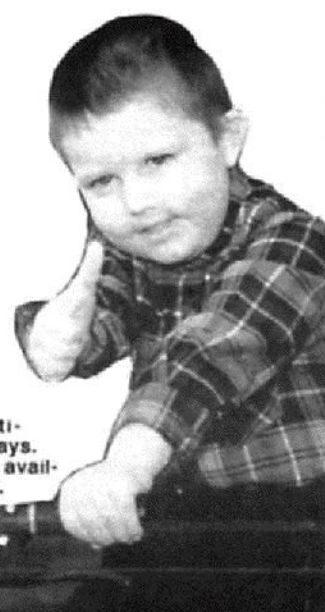
Ganging up

SMALL Force, Naafi's club for children of Service personnel, gets the thumbs-up from young Phillip Coyne, winner of a competition in the club's monthly comic.

His prizes, a bicycle and an original drawing of the Small Force characters, Jet, TT and Dek, by cartoonist Robert Duncan, were delivered to Taranto Hill naval estate in Yeovil and presented to Phillip on his fourth birthday by the manager of the estate's Naafi shop, Maria Kenward.

"I like TT the best, because he transforms into a tank and shoots things," said Phillip, who as the son of Lt John Coyne RN should by rights prefer Dek, who can turn into an aircraft carrier!

As well as the cartoon strip the magazine will feature pop and TV news, video game updates, competitions, jokes and giveaways. Membership forms are available in Naafi shops.



HIVE OFF AND RUNNING

AFTER several months of preparatory work, HMS Warrior's Help and Information Volunteer Exchange (HIVE) was officially opened.

Capt Tony Poulter, Commanding Officer of HMS Warrior, cut a cake decorated with bee and hive motifs to mark the occasion, watched by the three HIVE voluntary workers, Marilene Leertouwer, Antonia Tay-

lor and Alison Morell.

Open three mornings a week, the HIVE provides advice and assistance to Service personnel and their families at the Joint Headquarters at Northwood.

Somerville papers published this year

The papers of Admiral of the Fleet Sir James Somerville are to be published by the Navy Records Society in the autumn — the first volume it has produced to deal mainly with World War II.

The White Papers of Samuel Pepys, edited by the late Robert Latham, will also be published this year.

Other works in the pipeline include Operations at the River Plate 1806-21; The Navy of Peter the Great of Russia; and The Papers of Admiral of the Fleet Viscount Cunningham of Hyndhope.

Founded in 1893, the Society has since published 133 volumes of original documents covering aspects of the Navy's history from its earliest days to the 20th century.

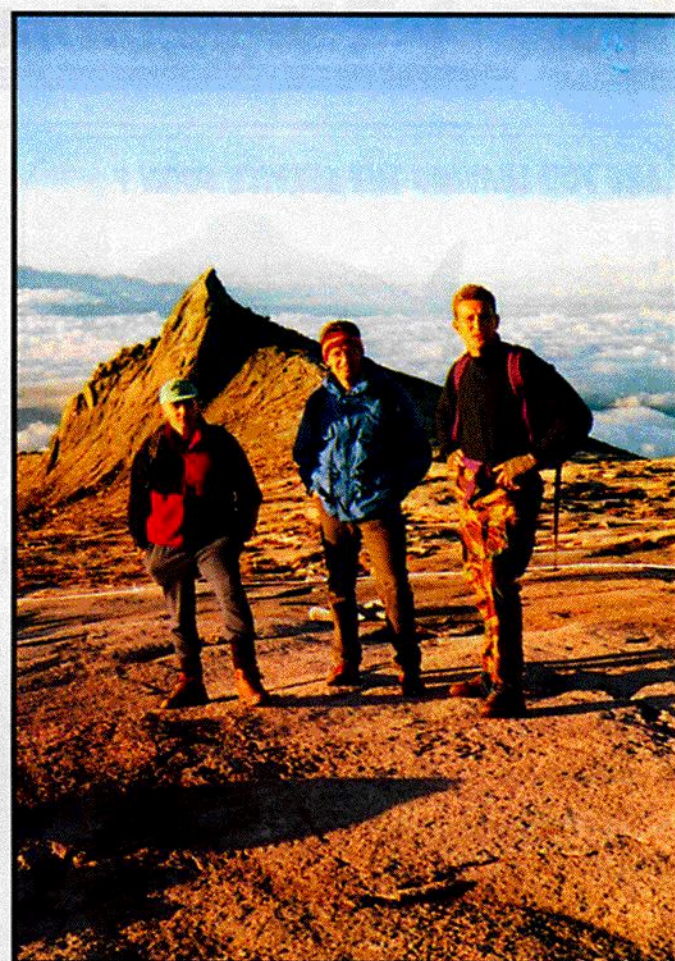
These have included the pa-

year

pers of admirals Hawke, St Vincent, Barham, Jellicoe and Beatty, while VOI 100 was devoted to Nelson's Letters to his Wife.

Production costs are mostly borne by members' subscriptions and the Society urgently needs more members to ensure the publication of further volumes now being prepared.

For £30 members receive one and sometimes two volumes a year of papers hitherto unpublished. Write for details to Mrs Annette Gould, 5 Goodwood Close, Midhurst, West Sussex, GU29 9JG.



Dentists scale highest peak

At the summit of Mount Kinabalu in Sabah — at 4,101 metres the highest peak in South East Asia — are (left to right) Lt Cdr Owain Thomas, Surg Lt Cdr(D) David Hall and Surg Lt Cdr(D) Chris Redman, currently on loan to the Brunei Armed Forces.



Egg heads

Over 100 Easter eggs collected by staff of the Flag Officer Surface Flotilla were distributed to children's homes and hospital wards in the Portsmouth area. Keeping Vicky Edwards (centre left) and Colleen Brian sweet at Queen Alexandra Hospital are LWTRs Chris Complin and Mark Badham.

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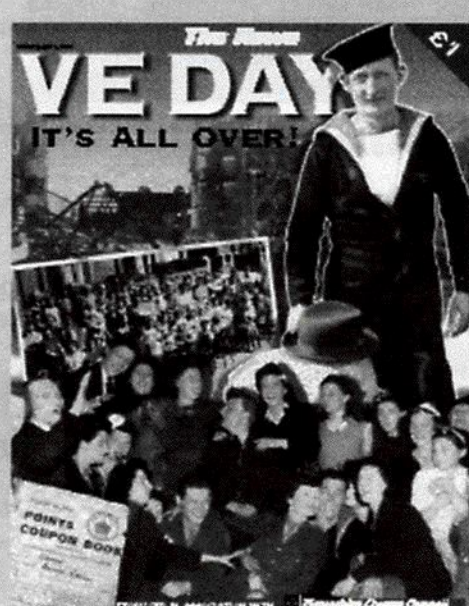
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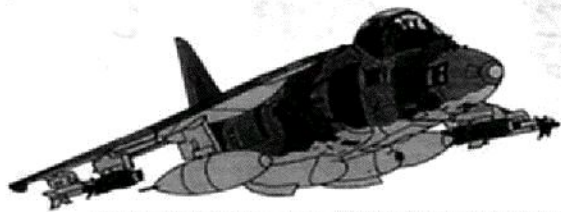
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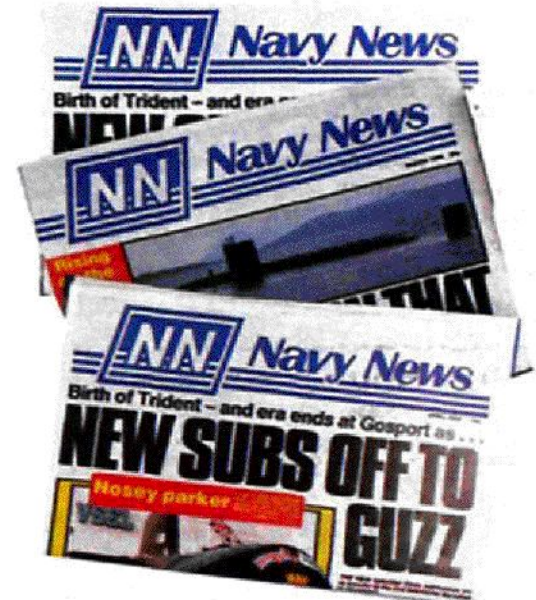
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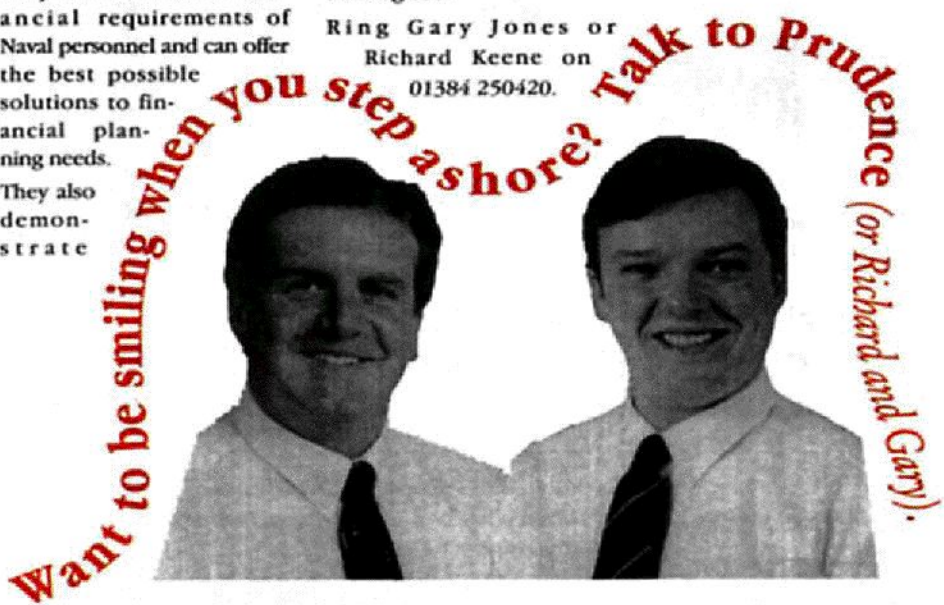
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BY COMPLETING the London Marathon (in three hours 40 minutes) Rear Admiral Richard Cobbold, Director of the Royal United Services Institute for Defence Studies, raised some £4,500 for the Institute's redevelopment campaign.

RUSI, the professional association of the Armed Forces and the wider defence community, has been located at its Whitehall premises since 1893. The current £3m redevelopment programme is the first major improvement project since the Second World War. So far just over half the target figure has been raised.

Admiral Cobbold retired from the Royal Navy in March 1994 as one of the Assistant Chiefs of the Defence Staff.

SEPTEMBER 10 will see RAF Locking host its annual tri-service sponsored wheelchair marathon in aid of the British Sports Association for the Disabled.

The event aims to provide a fun day out for disabled people, their families and for the Service personnel taking part. The marathon itself involves teams of three "runners" taking turns to push a disabled "rider" around a 2.6 mile course laid within the Station boundary.

All Service units in the South West, including Cadet Forces, are most welcome to take part. For further details contact the organiser, Flt Lt Colin Pease at RAF Locking. Tel. 01934 822131 ext 7252.

ROYAL Navy exchange officer Lt Cdr Bob Chapman continues to prove to his Aussie hosts that the Poms can run. In the State of New South Wales Veterans Athletics Championships, held on the Olympics 2000 site, he won the 1,500m in 4 minutes 19 seconds. He later lost "by a foot" the highly-competitive 5,000m in 16:01.

FORMIDABLE competition from First Division leaders Cambridge was beaten off by the RNAS Cudrose table tennis B team on their way to winning the League Challenge Cup by 54 points. The players were Steve Gilbert, LAEM Taff Morris and Steve McConnell.

SOUTHWICK Park is the venue for the RN Regulating Branch Golf Championship 1995, to be held on June 29. To be played over 36 holes, the tourney is open to all serving and retired members of the branch.

Full details and an application form are available from the organiser, WO(MAA) John Parker, Regulating Staff Officer, HMS Dryad (tel. Dryad ext 4345 or 4612). The field is limited to 40 so get that application in.

HMS SULTAN were overall winners of the spring term Supply and Secretariat Olympiad played at HMS Collingwood. The home team finished second and HMS Daedalus third. An alternative "It's a Knockout"-style course settled the Bone of Contention event and here the Collingwood team were victorious.

PORTSMOUTH Area United Services Rugby Union League final results for the 94/95 seasons were as follows — Division 1: 1, Dolphin; 2, Collingwood; 3, Sultan. Div 2: 1, Hants Police; 2, Heron; 3, Nelson. Div 3: 1, RM Poole; 2, Excellent; 3, Arborfield. Division 2/3 Cup Final result: HMS Heron 39 RM Poole 25.

The League AGM will be held at US Portsmouth Sports Ground, Burnaby Road, on Wednesday, May 17, commencing at 1500. Notes for the agenda along with a letter of entry to reach CPOPT D. Wakefield by May 10. All clubs wanting to take part in leagues next season should send a representative.



ALL MERIT TO MEEDS

VICTORY in the Inter-Services Championships made up for an otherwise disappointing season for the Royal Navy. They defeated the RAF 3-1 at RAF Halton after a well-earned 1-1 draw with the Army at Portsmouth, writes Lt Cdr Jim Danks.

On a firm pitch in the sunshine the Navy went close to taking an early lead when LPT Fraser Quirke (Tamar) firmly headed POPT Eric Barrett's (Warrior) free kick, only to see his effort rebound off the upright.

The RAF forwards were causing problems for the Navy defence with their fast attacking play and POPT Steve Riley (Dolphin) twice came to the rescue in the first 15 minutes with timely tackles. A shot then sailed over the bar.

But the RN weathered this early pressure and from a Barrett corner on the left, Riley was only just wide with his header.

In the 26th minute the RAF were lucky to go ahead — the ball struck Riley's shoulder and rebounded into goal — but despite maintaining the pressure they were unable to increase the lead.

CPO Steve Johnson (Sheffield) and C/Sgt Tiv Lowe (CTCRM) defended stoutly.

Coach WOPT Tommy Johnson delivered a strong half-time pep talk and the Navy team emerged determined to produce an improved performance. Fortunately MEM Andrew Meeds (Brazen) was again in brilliant form as he twice denied Tapp in the first seven minutes, with outstanding saves.

Meeds' saves acted as a spur to the Navy team and in the 56th minute they equalised. CPO Will Fint (Daedalus) showed his strength, holding off two tackles on the right of the penalty area and squaring

the ball back for Quirke to shoot past Brown in the RAF goal.

The airmen responded immediately and Meeds again denied Tapp as he dived full length to turn a shot round the post for a corner, leaving Tapp looking on in disbelief.

The Navy were now showing greater determination. PO Chris Long (Seahawk) and LPT Willetts (Dolphin) were running the midfield while Lowe and Riley defended well; the forwards putting pressure on the RAF defence.

Relieved

Both sides were now looking for a decider to steal victory and Taylor saw his header rebound from the crossbar into the arms of a relieved Meeds.

With eight minutes remaining the Navy went ahead. A good pass from Long in midfield found Flint on the wing and after another strong run at the defence he played the ball in to Barrett, who laid it back to Willetts. Willetts found the net from 16 yards.

It was all Navy now. POPT Neil Frame (Drake) and POCA Des Mercer (Neptune), the latter earning his cap, replaced Quirke and Haigh. With four minutes remaining Johnson headed over from a Wilson corner on the left and in the 88th minute the Navy clinched victory with a goal from Flint. He collected a fine through-ball from Willetts and coolly shot past Brown to make it 3-1. This



Air Vice Marshal Chris Coville (President RAFFA) presents the Constantinople Cup to Navy skipper POPT Steve Riley.

was just reward for Flint's inspiring second half display.

The game hinged on Meeds' exceptional saves when needed and Quirke's equaliser. Then, with the RAF pushing forward for a goal and leaving themselves in an exposed position, the Navy took good advantage. C/Sgt Lowe was making his 150th appearance for the Navy in this match.

Meeds, Long, Riley and Lowe were outstanding, but this was essentially a whole team performance, shaking off the disappointments of the SWCC competition.

The Navy showed that when they can get their first team out they are capable of good performances. Unavailability of key members during the season, however, denied Tommy Johnson the chance of playing his

best team each week.

SW Counties blues continued with the Navy's first match against Gwent. The Welshmen came to Portsmouth and triumphed 4-0.

UK Combined Services FA beat their Belgian peers 2-0 in the second Kentish Cup match. (Netherlands and Belgium drew 1-1 in the first). POPT Steve Riley was voted man of the match by Mr Ted Powell, England U18 team coach. In their match against the Netherlands Armed Forces, CSFA went down 5-2 and the Dutch retained the Kentish Cup.

HMS Daedalus will play the Army champions at home on Wednesday, May 17, in the

Naafi Jubilee Cup, sponsored by Courage Ltd. They will then play away to RAF Waddington on Thursday, June 1.

Incogniti match to open season

NAVY representative cricket matches begin with a two-day fixture against Incogniti at Portsmouth on May 11 and 12, followed by another home match against Free Foresters on May 14.

Other games are v Oxford University at The Parks (May 16), MCC YC at Uxbridge (May 24), Essex II at Newbury Park (May 25) and Middlesex II at Portsmouth (May 31).

The Under 25s have a three-day tour of the West Country, with matches on May 5, 6 and 7 against Devon and Cornwall Police, Combined Colleges and Devon CA.

United Services (Portsmouth) Cricket Club are starting a Colts Section for nine to 13-year-olds. Coaching sessions costing £1 will take place on Saturday mornings from 1000 to 1200. Games will be arranged against other local Colts/school teams on Saturday afternoons. Parents of interested children should contact Roger Gilliatt on Chichester (01243) 573527.



A turn for the worse

LT ALASDAIR (849NAS) and civilian crew Jane Middleton RYA (above) enjoyed a succession of good results in the Laser World Championships, held at Sarasota Sailing Squadron, Florida. After the penultimate race he was in fourth position and top Briton.

But fellow Brit Roger Ford, 1993 World Champion, was just two points behind.

Race 6 began well with a fifth at the windward mark for Hall and the closest threat 100m behind. However, a port tackler caused all sorts of problems and resulted in him hitting the windward mark.

Whilst the offender admitted responsibility and carried out a 720 degree penalty turn, Hall

elected — unnecessarily — to do a 360 degree turn for hitting the mark. Ford overtook and covered Hall for the remainder of the race, forcing him to sail further than need be. Ford finished seventh and Hall 12th.

Overall Ford was fourth and top Briton and Hall fifth. Lt Hall wishes to thank RNSEA and HMS Illustrious' Ship's Welfare Fund for sponsoring him in Florida.

Wet and wild

THERE has been a decline in the numbers of Navy personnel taking part in kayaking and canoeing over recent years — and particularly in the area of wild water racing.

New WWR secretary Lt Cdr David Gibson is keen to see that trend reversed and points out that new craft and equipment are available, as is recreational travel to nine events.

"WWR is adventurous, challenging and FUN, and it helps to maintain good all-round fitness," he said.

"A recent initiative is the 'Wavehopper' kayak. Made from plastic, it is stable yet fast and can be used for general touring. The RNKA has a selection of Wavehoppers and the British Canoe Union has at least 32 available for use."

Novice, intermediate or expert paddler — why not give WWR a go? Contact David Gibson on HMS Daedalus ext 4138.

Rivals get some stick

COACHES L/Cpl Drew Clarke and CCMEA Shiner Wright whittled 42 hopefuls down to a squad of 16 as the Navy's new Under 23 hockey squad took shape — late last year the Combined Services hockey committee announced the age limit for junior players was to rise from 21 to 23, writes WO2 Nigel Durant.

Then came the task of honing these 16 talented individuals into a flowing team, capable of retaining the Inter-Services title — won by the RN U21s in 1993 and '94.

A concentrated period of training — including a session with Callum Giles of Havant HC and England — and fixtures was undertaken, with matches against some of the best opposition in the south of England. The Navy side won four of their six games.

In the opening match of the Inter-Services they played the RAF and the game was every bit as testing as expected. The partial home crowd saw the RAF go into a half time 1-0 lead from a penalty stroke.

But sensible heads and strong hearts in the second half soon saw the Navy level the match. For sustained periods the Navy dominated the opposition territory as open play and set piece moves unnerved the Light Blues' defence into conced-

ing a second goal. One down and one to go!

Both the Dundas Dagger Trophy and a great deal of Service pride are at stake in the annual match between the Navy and Army. This year the Army had done their homework and presented a skilled and well-drilled team.

They had the advantage of having watched us and some of our set piece moves, but we saved the best for last!

Execution

Total commitment, strength in depth and solid RN teamwork matched the Army thrust for thrust, skill for skill, and set piece moves produced final executions that found the ball rattling the back of the Army goal.

Two nil down at half time, the Red Shirts retook the pitch like wounded lions to assault the dark blue lines time after time. But their progress was constantly interrupted by Navy counter at-

tacks before a hotly-contested goal was given in their favour.

A disallowed Navy goal and a player from each team taking an enforced temporary rest at the umpire's pleasure followed, but the RN finished well-deserved 2-1 victors.

As well as the Championship Trophy and the Dundas Dagger, the Navy took home the Player of the Tournament award — presented to their captain, WEM Matt Wesson. He and S/Lt Eccleston, LMEA Casson, POWEA Lock, AEA Hendra, OM Clayton, AEM Tittford and AEM Holland were all selected for Combined Services U23s.

Most of the Navy U23s have now moved on and new talent is sought. If you were born on or later than January 1, 1973, and want to play hockey for your Service, contact the RN U23 manager, WO2 N.J. Durant at RM Poole, Hamworthy, Poole, Dorset BH15 4NQ. Tel. RM Poole ext 2269.

VICTORY AT TWICKENHAM

WHILE 14,000 thronged to the Stoop to watch Bath defeat the Harlequins in the semi-finals of the Pilkington Cup, along the road at Twickenham the annual match between the Royal Navy and the Army attracted 17,000 supporters, writes the *Leprechaun*.

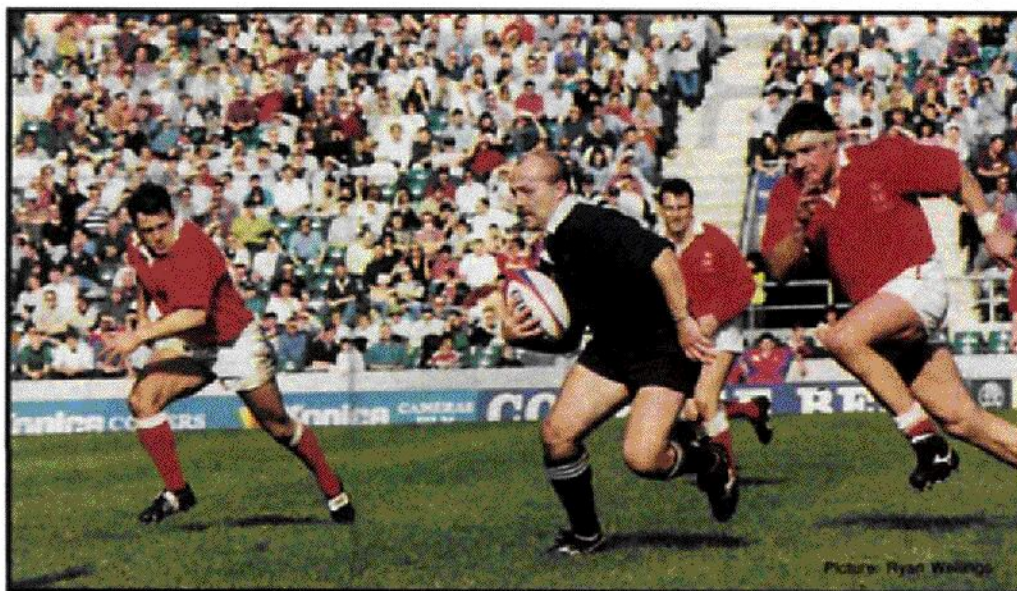
The sun, lots of vino in the North and West car parks, and a ratio of 5:1 in favour of Navy supporters, from as far away as SHAPE — a Peter Piercy-organised coach that set out at 0400 — Culdrose and Scotland, combined to produce a marvellous atmosphere.

"Sailing" and "Rule Britannia" were loudly sung around Twickenham during the first class match of open, skilful, running rugby — a perfect day out culminating in the Navy's first win against the Army in eight years and the highest score notched up by ANY Navy side in the history of the competition.

So stand up the many supporters old and young who not only gave tremendous heart to the team, but were instrumental in making the day such a great occasion.

Despite lacking international Tim Rodber and Rob Wainwright, the Army fielded a strong side, including England A lock Rob Hunter and Scotland World Cup squad prop Matt Stewart. With such a team, and having beaten a strong Bath side the week before, they were firm favourites.

However, they had no answer to the power, commitment



Scrum half Cpl Paul Livingstone RM going for the line and the Navy's fourth try.

ment and determination of the Navy side. The dark blue eight were magnificent, dominating the lineout, ruck and maul; such was the Navy forwards' superiority throughout the game that the Army backs lived on scraps and were made to look very ordinary by the pressure and fierce tackling of the Navy three-quarters.

Even losing several balls against the head did not deflect the Navy XV from their task.

First Navy try came from a slick handling movement down the blind side, with fly half Ian Fletcher touching down in the

corner. Next came a try from centre Bruce Powell which ended five minutes of constant pressure.

Driving maul

From lineout to driving maul, to ruck and back again, the Navy went forward yard by yard with almost every member of the team touching the ball before the score.

Two well struck penalties by full back Jamie Coulton and a well taken drop goal by centre David Sibson extinguished any chance of an Army revival after

their breakaway try just before half-time.

The coup-de-grace was the running in of three more tries by prop Simon Burns, who barged over in the corner, scrum half Paul Livingstone, who picked the ball out of the base of the Army scrum on the 22 line and out-sprinted the defence to score, and right wing Craig White, who completed a flowing three-quarter movement by running around three Army defenders to score in the corner.

The Army's consolation try in injury time was irrelevant

and the 34-17 final score to the Navy flattered the out-played soldiers.

"I love it when a plan comes together," Navy selector Cdr Jeff Blackett told *Leprechaun*, referring back to their first interview at the end of 1993 when he stated clearly his intention of taking a season to gather his support team and a squad of players who would be in contention in his second year.

Halfway to winning the championship he was elated. That said, Jeff has come to the end of his allotted two seasons and will hand over to Maj Steve Hughes after the Navy v RAF game.

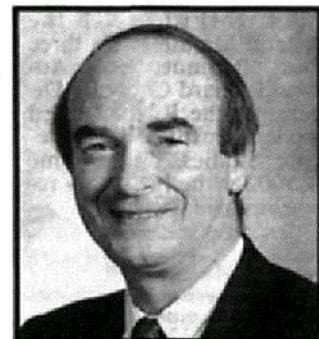
Steve is wished every success in building on the remarkable turnaround achieved by Jeff.

Final word on Twickenham — there is an excellent video of the game by ITV's World Cup commentary team, available through Secretary RNRU. Tel Temeraire 24193 or 01705 724193.

Meantime, *Leprechaun* attended the highly successful RNRU 7s competition, expertly organised by HMS Collingwood and HMS Osprey's CPOPT Wakefield.

This was the first occasion the event had been sponsored by Hogg Robinson Financial Services and while Rear Admiral Neil Rankin (President RNRU) awarded the Plate to Dryad, who defeated Sultan 12-10, Hogg Robinson's operations director Mr David Sargent presented the Cup to Raleigh, who beat RM Lympstone 17-14.

Our Sec!



Capt Tony Hallett

A FORMER ship, establishment and representative rugby player with over 20 years' service on the committee of the Royal Navy Rugby Union and longest ever serving RNRU rep on the RFU Committee at Twickenham, Capt Tony Hallett is to take on rugby world's supreme position, writes the *Leprechaun*.

After the World Cup in South Africa he will take over from Dudley Wood as Secretary to the RFU at Twickenham — the position from which he will be best placed to use his vast playing and administrative experience for the benefit of the sport as it enters the new millennium.

To maintain and raise the profile of rugby in an increasingly commercial world, where sponsors seem to have more and more say, and where the definition of amateurism is under assault — no-one better could be charged with the awesome responsibility of getting it all right.

Everyone associated with RN rugby has long recognised Hallett's Midas touch. Following a playing career stretching from BRNC to the Combined Services — plus town and county sides — he took up the administrative challenge for RNRU: over 11 years as treasurer magnifying its small capital reserve by 2,500 per cent.

In his next incarnation as sole selector for the RN team he triumphed by recording the last occasion, before this year, the Navy beat the Army. His team went on to emerge back-to-back Inter-Service champions 1986/87.

He was elected RNRU chairman 1991-94. He has held the same position with Richmond Club since 1990, again benefiting the club by his financial acumen.

The RFU soon recognised Tony's talents and assigned projects to him, including — bearing in mind he lived just around the corner from Twickenham — principal organisation of Headquarters Ground Development.

Visitors to Twickenham will know the venture is all but complete: Tony having been associated with it for 16 years and in 1992 becoming chairman of the ground committee.

Three years earlier he had been singularly honoured in being elected to the RFU Executive Committee, where looking after the Navy's interests, he remains until the summer.

Competition for the post of Secretary RFU was extremely strong and Tony's success has brought great kudos to the RNRU as a constituent body of the RFU.

It must also be borne in mind that throughout his involvement with rugby, Tony Hallett has held the range of naval appointments that came his way as a pusser. And it would be remiss of *Leprechaun* not to pay tribute to Tony's greatest supporter — his wife Faith.

On behalf of the President RNRU, Executive Committee, players and all associated with Navy rugby past and present Tony is wished all good fortune in sorting out the difficult problems that lie ahead for him on the stage of world rugby.

Thank-you, Tony. You have been without doubt the greatest rugby administrator ever produced by the Royal Navy and probably by any constituent body in recent times. It may appear trite but you will be greatly missed.

YOU GAME?

MORE THAN 5,000 people are expected to take part in the UK and Ireland Corporate Games in Peterborough next month and half as many again in the 8th World Corporate Games in Geneva in September.

Designed for "weekend sports warriors", the Games cover sports from badminton to volleyball and cater for businesses of all sizes and sports lovers of all ages.

Details of both championships are available from the UK HQ — PO Box 1995, Peterborough, Cambs PE1 1QX. Tel 01733 558995 or Fax 01733 558996.

Not over until it's over

SQUADS lacking strength in depth and the failure of some members to be released to play took their toll on the Royal Navy in the Inter-Service Basketball Championships, held at HMS Nelson.

In the juniors' (under 23) and women's events the Army and RAF proved a little too strong — the former being particularly well-drilled.

The senior event was more intriguing: with the Army losing to the RAF on the first day 76-84 and then the Navy losing to the Army 64-92, it seemed inevitable that the RAF would overwhelm the RN.

But just how unpredictable results can be was demonstrated when, with a small team of eight, the Navy turned up the team spirit and will to win.

The match was close-fought, ending in a 67-61 Navy victory. CPOEA Ritchie Gutter (Sultan) scored 26 points. Lt Andy Ewen (Culdrose) 16 and CPO-MEA Nigel Cheeseman (Neptune) 11.

Seniors: 1. Army; 2. RAF; 3. RN. Juniors (U23): 1. RAF; 2. Army; 3. RN. Women: 1. Army; 2. RAF; 3. RN.

Osprey outplay the rest

SINCE the Women's Navy Cup Hockey competition began last September HMS Osprey have been in a class of their own. As winners of the final, they are pictured receiving their trophies from Cdr Jennie MacColl, chairman of the RN Women's Sports Association.

No other establishment has been able to match the talented Osprey side, with its three Combined Services players — POW Kelly Leese, LW Wendy Barron and LW Wendy Lagden — as well as recently-capped Navy player Wren Vicky Whitfield.

Osprey beat Raleigh in the first round 10-0 and Collingwood in the semi-final 6-0. Before the final their toughest match was against HMS Sultan, when the game went to extra time. Osprey eventually clinched it 2-1.

They saw off HMS Cochrane in the final 3-0. But the Scots had played excellently in the competition, overcoming their underdog status with determination and team unity. Their goalkeeper, Wren Jackie Livingstone, was exceptional.

HMS Dryad beat HMS Warrior 3-0 in the plate final.



Picture: LA(PHOT) Steve Saywell

GOLFERS SHAPE UP

FIRST two matches in this year's calendar produced some useful performances by Navy golfers and provided the selectors with some interesting options, writes Cdr Gary Skinns.

As ever, taking on the might of Cornwall was a daunting task. At the picturesque West Cornwall course at St Ives the county produced a strong blend of experience and youth.

Played in a tricky wind, the going proved hard for the Navy players, particularly in the morning when they also had steady rain to contend with.

There were some close matches in the morning foursomes, but only the promising new pairing of Artificer Apprentice Terry Taylor and Lt Guy Norris (both Culdrose) could manage to secure a victory.

Early season fatigue set in in the afternoon singles, and the Navy suffered some heavy defeats. However, CPO Taff James (Portland) played well to gain a half against a strong opponent and Norris gained another to remain unbeaten. Lt Cdr Alistair

Adams (Collingwood) made his debut in the match.

Two weeks later the Navy took on Dorset, 1992 county champions, at Yeovil Golf Club. This match saw the welcome return to the squad of Cpl Joe Sharp (CTCRM) and the debut of AEM Gareth Roberts (Yeovilton).

Brilliant spring sunshine proved the boost the team needed. The morning foursomes were extremely close with the county edging ahead by just the odd point of five. This could so easily have been reversed as team captain Lt Cdr Ian Yuill (DCIS(N)) and partner Lt Cdr Pat Lynch (FONA) narrowly lost their match on the last green.

Navy wins again came from Taylor/Norris and from the partnership of Sharp and James.

The afternoon was as tight but the Navy again came up just short of the points that would have carried off a notable victory. However, a loss by only two points overall was a fine achievement against a side of this quality.

The afternoon singles points came from

Taylor, Lynch, Sgt Bill Parker (CTCRM) and Roberts, whose 6/4 victory against a very experienced opponent was quite an achievement even though he was playing on his home course.

Overall these results were encouraging, particularly as many players have had to endure course closures for much of the excessively wet winter. And although six of the ten players representing the Navy at last year's Inter-Service Championship have been lost, there are positive signs of other talent around. We look forward to a successful season.

This year's Navy Championships take place at the China Fleet Country Club, Saltsash, June 21-23. There are a limited number of entries available for the individual part of the tournament for those players not selected for their Command teams.

Individual entries must be self-funded (approx. £36 for three days) and players should have a handicap of 10 or better. Anyone interested should apply to Cdr G. Skinns, Staff of FOSE, 4-6 The Parade, HM Naval Base, Portsmouth PO1 3NA.

It's the cold war, naturally . . .

PLAYING it cool in Norway, Royal Marines of C Company, 40 Commando press on through a blizzard during Exercise Strong Resolve.

They were among 2,000 personnel from 3 Commando Brigade and the Netherlands Marine Corps who together formed the UK/NL Landing Force for the deployment.

The NATO exercise, which featured in the April edition of Navy News, involved more than 30,000 personnel from 14 countries and was the biggest exercise to be held in Norway for three years. It was also the last major exercise to take place there this century.

Among the British naval forces deployed was the Third Mine Countermeasures Squadron — HM ships Brecon, Chiddingfold, Middleton and Walney. Based at Kristiansand, they experienced temperatures as low as minus 28 degrees C.

Commacchio anniversary

IN APRIL 43 RM Commando Reunion marked the 50th anniversary of the Battle of Lake Comacchio in which 43 Cdo distinguished itself. During the fighting on April 2 in northern Italy, Cpl Tom Hunter became the only Royal Marine VC of World War II.

Commacchio Group Royal Marines maintains strong links with former members of 43 Cdo and each year the reunion dinner is attended

by the Group's commanding officer, RSM and adjutant. Guest of honour at this year's dinner in Bedford was the Commandant General of the Royal Marines, Lt Gen Sir Robert Ross.

On April 2 a parade and drumhead service was held, the Guard being formed by R Company in blues and white helmets. The Royal Marines Band from Deal and 50 veterans of the battle were also on parade.

Picture: PO(PHOT) Andrew Chetty



Greenwich move set for 1997

THE JOINT Service College at Greenwich is to move to the Army Staff College at Camberley. Confirmation of the proposal, reported by Navy News in our January edition, was given in a written reply in the Lords by the Parliamentary Under Secretary for Defence, Lord Henley.

The move, which will end the RN College's 120-year association with Greenwich, is scheduled to take place in late 1997.

Meanwhile, the search for suitable occupants for Greenwich continues. Lord Henley said the Ministry had decided not to pursue the option of the Tri-Service Chaplaincy School, although there were other potential candidates including the Defence School of Languages, the University of Greenwich and the National Maritime Museum.

Lord Henley said the Government hoped to be able to announce firm proposals by the end of this year.

Merlin crash 'unlikely to hit deliveries'

THE CRASH of a pre-production naval variant of the EH-101 Merlin helicopter is not likely to affect the aircraft's entry into service with the Royal Navy, say makers Westland Helicopters Ltd.

The Merlin crashed near Chard in Somerset while taking part in a high-level test flight at 12,000ft. The civilian crew baled out, the pilot leaving the aircraft at the last minute after flying it away from a village.

He was the only member of the crew to be injured and was treated in hospital at Exeter for facial and back injuries.

Westland suspended flying of the variant until a joint inquiry by the UK and Italian Ministries of Defence has reached a conclusion.

First deliveries of the Merlin to the Royal Navy are due late next year.

VICTORY DAY FOR WIDOWS

A CAMPAIGN to restore allowances of up to £167 a week to 16,500 war widows has succeeded. The Government has confirmed that from October widows who lost their pensions on re-marriage and were then widowed again, divorced or legally separated, will have their allowance reinstated.

The announcement was made on April 24 by Social Security Secretary Peter Lilley during the Second Read-

ing in the Commons of the Pensions Bill.

War widows who re-marry receive a lump sum equal to one year's pension and then have their pension right withdrawn. Up to now the pension payments have not been restored if the second marriage ends in separation or the husband's death.

Mr Lilley said that position had become unacceptable. "In this 50th anniversary year, the whole nation wants to recognise those who sacrificed their lives so we could be free," he said.

Most war widows are aged at least 70 and were married to

men whose service ended before March 31, 1973. As such they are entitled to £142.87 a week tax free, rising to £167.82 at the age of 80.

Lord Freyberg

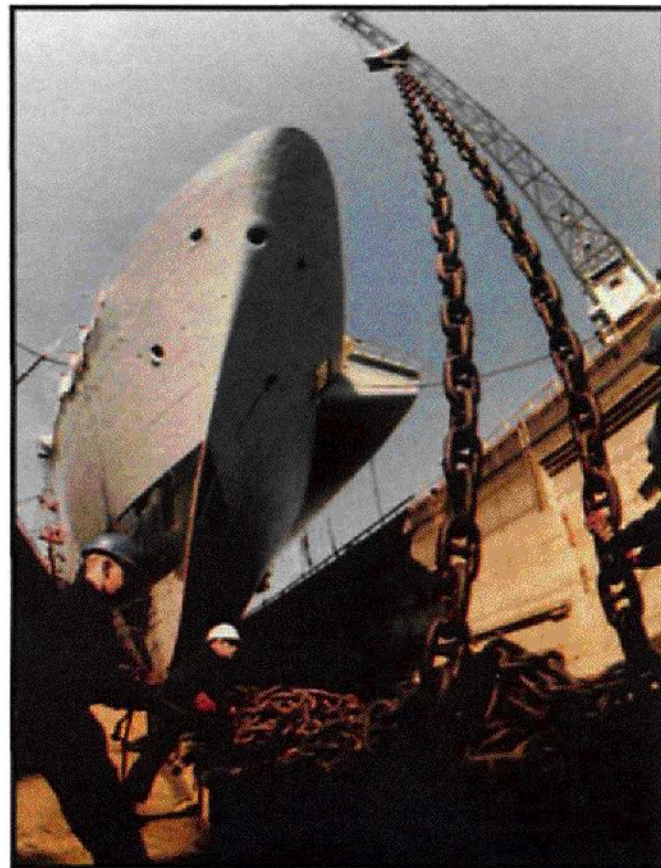
The Government decision was taken after the Lords voted an amendment aimed at restoring pensions to those widows who had lost their second husbands. That amendment was largely the result of a campaign waged on behalf of the widows by 24-year-old Lord Freyberg whose grandfather was awarded the VC in World War I.

The Department of Social Security says that British pensions for war widows compare well with provisions made in other countries, exceeding allowances paid in Australia, New Zealand, France, Italy and Spain.

In total 48,405 are being paid

at an annual cost of £360 million. Restoration of pensions to 16,500 widows will increase the cost to the Exchequer by £40 million.

The standard widow's pension is £76.35 a week with a supplement of £49.77 for those whose husband's service ended before 1973. Additions are payable at the age of 65 (£8.70), 70 (£16.75) and 80 (£24.95).



Picture: PO(PHOT) Joe Mercer

Top to bottom refit

THE BOWS of HMS Invincible tower over workers in her dry dock at Portsmouth naval base as she undergoes maintenance.

In line with more stringent maritime pollution regulations, a new sewage treatment plant has been fitted which entails cutting large holes in the bottom of the ship, installing the caravan-size plants and then refitting the cut-away sections.

Other improvements include replacement of galley equipment and enhancements associated with operation of the new Sea Harrier FR2.

The carrier sails for work-up at the end of May and is due to redeploy to the Adriatic by early August.

Bedivere cut in half for rebuild

RFA Sir Bedivere is now back in one piece — after she was cut in two to allow a new midships section to be installed.

Her £43 million refit at Rosyth Royal Dockyard will extend the life of the 30-year-old landing ship by 15 years.

The work, undertaken by Babcock Rosyth Defence Ltd is spanning 17 months and involves the replacement of about 40 per cent of the deck and side plating. When her hull was split in two a 13-metre midships section was inserted before the 10-day rejoining operation began.

Chinooks

Sir Bedivere will emerge in April next year with a completely new superstructure, and a replated vehicle deck. Her forward flight deck will also be replated to enable her to take Chinook helicopters; her aft flight deck will be lowered and the stern ramp will be replaced by a new hinged version to leave the after end of the deck clear.

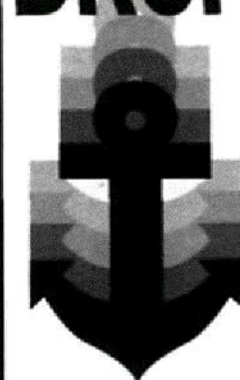
Large parts of the outer hull are being replaced by EH36 steel which is less likely to crack in cold conditions. Her diesel engines have been replaced by new Wartsila engines — the first to be selected by the Navy — which will greatly reduce running costs.

Navy fights grass fire

SAILORS and firemen worked side by side to fight a serious grass fire in Cornwall. The blaze caught hold on heathland on Goonhilly Down and in the dry conditions and a brisk breeze threatened to spread.

The local fire brigade requested assistance from RN air station Culdrose.

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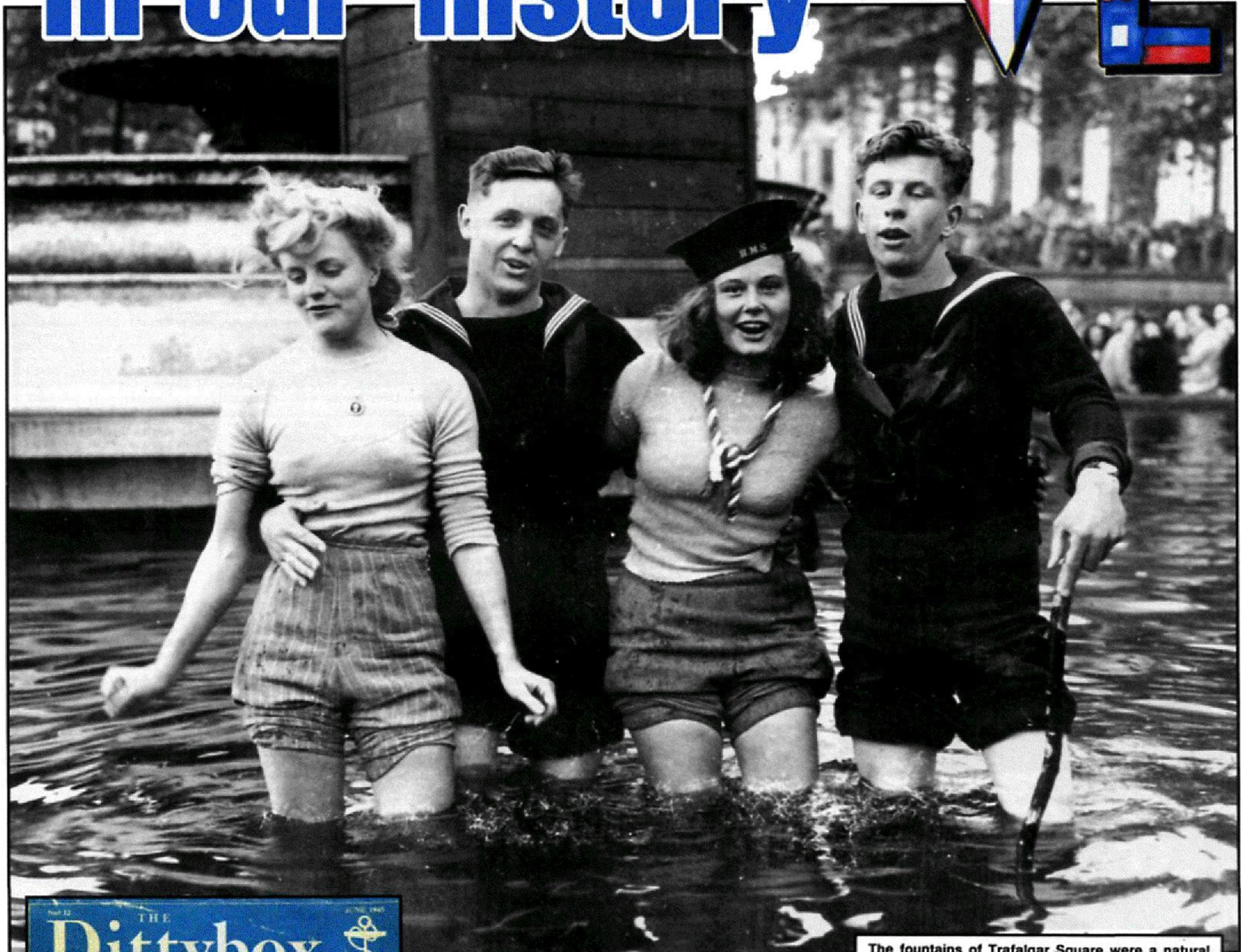
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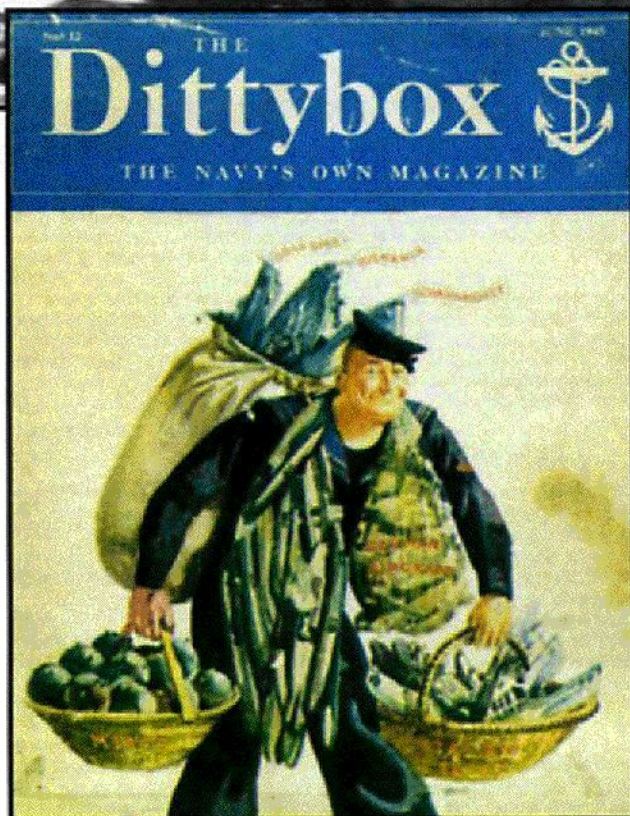


No greater day in our history'

1945-95



The fountains of Trafalgar Square were a natural focus for the rejoicing crowds on May 8. IWM



A whimsical vision of victory which appeared on the front cover of the June 1945 issue of the naval magazine "The Dittybox", a forerunner of Navy News.

LATE on the night of May 7, 1945, more than eight hours after German General Alfred Jodl signed his country's surrender document, the British freighters Avondale Park and Sneland were torpedoed by U-2336 within sight of home.

They were the last victims of the U-boat war. The next day the people of London and of cities the length and breadth of the country were dancing in the streets.

The circumstances of the loss of Avondale Park and Sneland typified the desperate nature of the struggle to keep Britain's sea lanes open — a war of survival that had ebbed and flowed for five years, nine months, five days, 13 hours and one minute.

It was a conflict that had resulted in the destruction of more than 20,000 Allied merchant vessels and more than 250 major warships, quite

apart from many hundreds of smaller ships — escorts, minesweepers, landing craft and coastal patrol vessels.

Casualties in the war against Germany and her European allies included more than 47,000 RN personnel killed or missing, with almost 29,000 members of the Merchant Service sharing their fate.

— by —
Anton Hanney

Many had died in major actions and were mourned by the whole nation — as in the sinking of the battlecruiser HMS Hood in which more than 1,400 perished in a cataclysmic explosion; there were others who were casualties of smaller actions, in smaller ships whose passing amid the news of bigger events elsewhere made no headlines.

The destruction of Avondale Park and Sneland, one mile off the Isle of May in the Firth of Forth, were two such losses that went virtually unnoticed. All attention was focused on the drying ink of a

document which would bring peace to Europe.

On the dawn of May 8 The Daily Mirror kept its promise to completely disrobe its normally scantily-clad cartoon heroine Jane — without, it seems, any fear of prosecution ...

Hundreds of thousands of people gathered in central London, splashed out their joy in the fountains, waved flags and cried "God Save the King." In the afternoon they thronged outside Buckingham Palace to cheer George VI and Prime Minister Winston Churchill.

'Your victory'

"This is your victory," Churchill told them. "In all our long history we have never seen a greater day than this."

The reveries continued through a night strangely illuminated after years of blackout. With the darkness suddenly a memory, bonfires, floodlights and searchlights, blazed and danced. And in all the ports in all the land, ships' sirens hooted, letting off

steam for victory. It was a joyous moment, a safe moment — but everyone knew that the celebrations, while sweet, would have to be short.

Britain and her allies had still to resolve a cruel conflict on the other side of the globe where the fighting and suffering were continuing. They braced themselves for what all expected to be the bloodiest battles yet ...

There was much left to do in Europe, too — a Europe devastated by the most savage war in history and by murderous tyranny. In the midst of that chaos, would all the Germans surrender as ordered — or would fanatical elements of their land, sea and air forces put up a last-ditch resistance? No one knew for certain.

The first U-boat to surrender at Portland on May 10 was followed by a steady stream of enemy submarines giving themselves up tamely. With a mixture of relief and wariness, the Royal Navy's escort ships kept their guns loaded and

● Turn to next page.

Cheers, tears — and then a riot of light!



Crowds gather around Nelson's column to hear Churchill's speech relayed over loudspeakers. IWM

ON VE DAY the nation went wild. Harold O'Neill had just arrived at London Bridge station and was swept along by a tremendous crowd of people.

With him was his wife and some of his shipmates, dripping wet after celebrating by playing fire hoses on each other at Queenborough station on the Thames Estuary.

After the announcement that morning that the European war was over they had been given a day's leave from their motor minesweepers. O'Neill had called for his wife who lived in Queenborough and they had all headed for central London...

"Everyone danced, sang, hugged each other," he recalls. "The feeling of relief was overwhelming."

Pails of beer

They tried to make their way up Shaftesbury Avenue but were prevented by a mass of people trying to dance to the music of an American army band on the balcony of the Rainbow Club... they saw revellers going by equipped with pails of beer, replenishing their glasses from the buckets as they went.

"Eventually we ended up on the Queen Victoria monument in front of Buckingham Palace when the Royal Family with Winston Churchill appeared on the balcony. The crowd cheered themselves hoarse."

Hugh Spensley was also in the crowd after having absconded from the RN Hospital Gillingham where he was being treated. He spotted Churchill's

'The unconditional surrender of our enemies was the signal for the greatest outburst of joy in the history of Mankind.' — Sir Winston Churchill.

car inching its way through the crowds towards the palace. As the car passed close by he stepped on to the running board and clasped the Prime Minister's hand before a police horse edged him gently aside.



Harold O'Neill... "the feeling of relief was overwhelming."

Mne Derek Allen was up a lamppost watching tens of thousands of strangers dancing, singing, hugging, kissing and crying with joy. In Hyde Park he witnessed American soldiers stoking huge bonfires with the doors they had ripped from their hotel rooms.

In Plymouth the celebrations went with a swing until at 9.30 pm the beer ran out in the naval barracks. What followed was reported by the Daily Express the next morning.

Frustrated sailors smashed glasses in the canteen and made

an unsuccessful rush to raid the rum locker, shattering windows in the process.

An officer who tried to stop them was jostled aside and a mob of about 150 moved off to storm the detention block in a bid to free the inmates. A jeep was overturned and a fight with armed guards ensued. The Express reported that as a result 14 sailors were hospitalised — three having received bayonet wounds and 11 suffering from baton injuries.

Fortunately the celebrations were nowhere near as extreme everywhere. But after long years of war, of sinkings and bombings, sailors — and on occasion officers — were ready to let go the end, sometimes in dramatic fashion.

ERA Robert Murphy was serving in a Canadian-built Bangor-class minesweeper which on VE Day was berthed alongside the battleship HMS Ramillies in Portsmouth harbour.

As he and his messmates turned in for the night they were disturbed by a lot of shouting from Ramillies' quarterdeck. Apparently a well-oiled Canadian lieutenant from the sweeper had got on board the battleship and as an admiral came over the brow the officer greeted him with the shout: "Hello you old basket!" He thumped the horrified flag officer on the back and belted "We've done a — good job between us!"

The Royal Marines sentries shared the admiral's lack of amusement and within two minutes the over-familiar officer was under open arrest in the wardroom where apparently he consumed more gin, took a bite out of his glass, chewed up the fragments and swallowed them.

Far away in the Admiralty Islands another black comedy was being played out on board the cruiser HMS Newfoundland. Lt John Arthur RNVR had retired after a pleasant evening's celebration when shortly after midnight he was awoken by the cry "Man overboard!"

An Australian rating who had been in the sick bay had been fed rum by his shipmates. He quickly became as cheerful as a newt, eventually tottering off to the heads where the smell reminded him of the Sydney ferry.

Forgetful of his geographical position he leapt overboard in an attempt to see his girlfriend. Fortunately for him he was rescued before he went Down Under in a way he never intended.

Lost

Across the globe sailors celebrated in traditional style — South Africans in Scotland, and Scots in South Africa. Ken Campbell, a Rhodesian, was lost and alone in Glasgow. The 19-year-old had been separated from his shipmates — but was quickly befriended by a group of elegantly dressed people who took him to their Rutherglen home where he was royally treated.

He recalls that his wealthy hosts used their influence to get him six hours more shore leave from his ship, HMSAS Transvaal, which enabled him to stay overnight.

Knuckles

In Durban Scottish sailor Jimmy Brown of the convoy escort HMS Le Tiger celebrated VE Day early — on May 7 — with his shipmates at a funfair, ending the night in traditional form and well into the small hours.

In Belfast, PO Roy Emmington remembers that it was "blood and knuckles" on VE Night as he and the rest of the men from the four escort groups in harbour outnumbered the girls of the city six to one.

At HMS James Cook, the navigation school at Tighnabruich in the Kyles of Bute,

'No greater day ...' From page 1

ready as they led their former enemies into captivity.

Meanwhile, naval forces bound for Copenhagen and Germany's Baltic bases approached their task prepared for the possibility of renegade attacks. But there was no significant defiance of the surrender terms. Germany was exhausted in body and soul.

Minefields

There was one type of enemy, however, which could not be ordered to yield. The minefields were still there and still potent, covering vast areas of sea and perpetuating the dangers along hundreds of miles of coastline that was formerly part of Hitler's empire.

Thousands of mines, each with the power to sink a ship, lay in the path of Britain's liberating flotillas. The Royal Navy warships enroute to Denmark were still in dangerous waters and had to have their way cleared by minesweepers.

Although the shooting war

was over in Europe, there would still be losses among the mines. The minesweeper HMS Prompt was irreparably damaged on May 9; three days later a motor gunboat en route from Aberdeen to the Baltic was mined. A motor torpedo boat was sunk by an explosion off Norway on May 19.

On June 25 a motor minesweeper was destroyed in Genoa harbour. In July a trawler was blown up by a mine probably laid by U-218 which had surrendered more than two months before.

But there was no longer the wholesale destruction of war; no more wolf packs, no more droning Doodlebugs or silent V2 rockets that brought mass death instantly and without warning. There was still rationing — and there would be for years to come — but the skies were clear and the task of reconstruction could begin.

Without the fear of bombs and starvation Britain could, to use Churchill's words, indulge peacefully in its finest investment — putting milk into babies.

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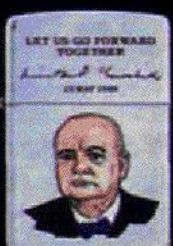
Combined Operations
250VECO (Reverse)



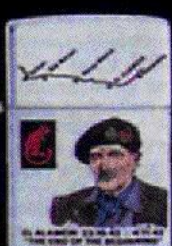
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A drink between friends ... a sailor and a GI share with a Londoner in a pub during the VE Day celebrations.

the commanding officer found that things didn't go entirely to plan when he invited some locals from the village for refreshments and a tour of the establishment.

Lt Kenneth Scott RNVR remembers that in the course of the proceedings spontaneous entertainment broke out with the ship's company indulging in unscheduled water sports and skylarking in boats on Loch Riddon.

Some of the guests joined in and a bonfire was lit assisted by gallons of petrol. The next morning the CO, a strict teetotaler, took his revenge by making the whole ship's company — officers included — undertake a vigorous PT session at 0800.

Meanwhile, in the elegant Palm Court atmosphere of Glenburn Hydro, there was an



Eric Morton ... won a bright victory at a Scottish hotel.

outbreak of civil disobedience. Surgeon Lt Eric Morton RNVR of the "Woolworth" carrier HMS Battler had gone ashore with many of his shipmates to

Rothsay — and headed straight for the Glenburn hotel. As the stately cocktail bar of the Victorian edifice became more and more enlivened by noisy and happy Service men and women, hotel residents either retreated to their rooms and locked themselves in or joined the large, rowdy party.

Beacon

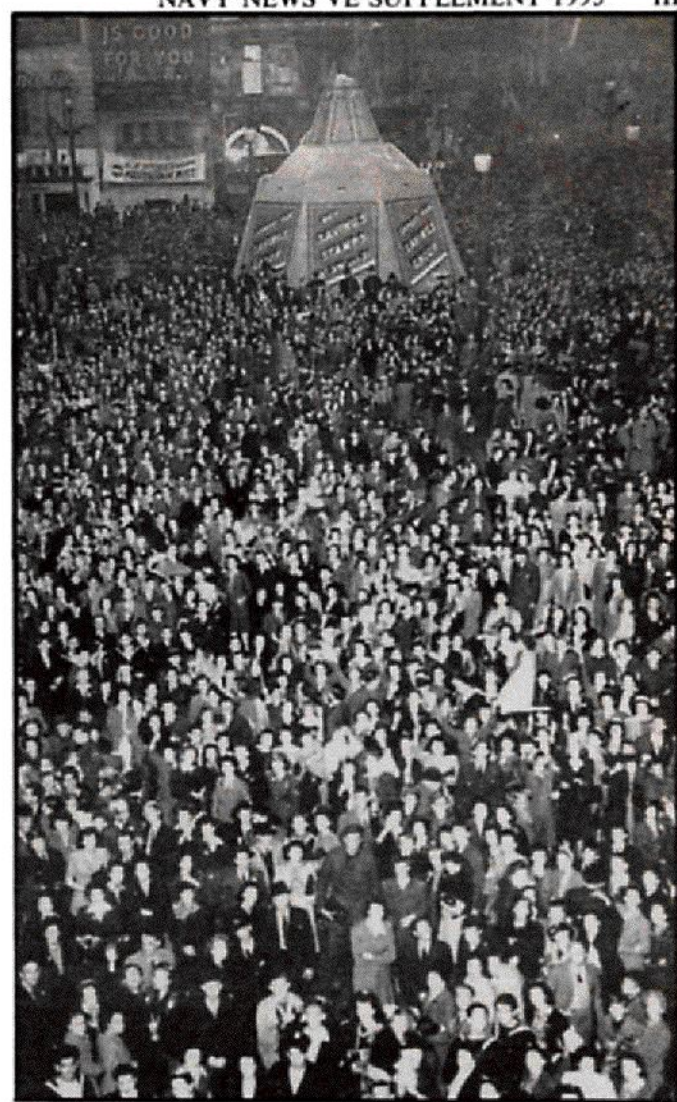
As the celebrations continued into the night a sudden decision was made to draw back the heavy curtains after a jovial submariner announced that as the war was over the blackout was no longer necessary. Eric Morton remembers that to resounding cheers the Glenburn Hydro became a beacon of light shining over the town and the Firth of Clyde.

This was too much for a special constable who, bent on restoring the rule of law, en-

tered the scene and demanded that the Hydro "Put that light out!"

He was met by deliriously happy defiance. Undaunted, he tried to arrest the submariner — which proved a mistake. Surrounded by a determined throng of celebrants his whistle was confiscated followed by his peaked cap. He was gently restrained until he agreed to depart peacefully.

"The memory of that VE night remains clear to this day," said Eric Morton. "It is the sight of a circle of triumphant, singing, cheering, uniformed revellers dancing round an unhappy, dishevelled, hatless and thoroughly offended special constable who had failed, despite his best endeavours, to restore a totally unnecessary blackout in a fairly remote hotel in a Europe no longer at war. Victory was ours!"



The lights go up again in Piccadilly Circus.



SCOTLAND

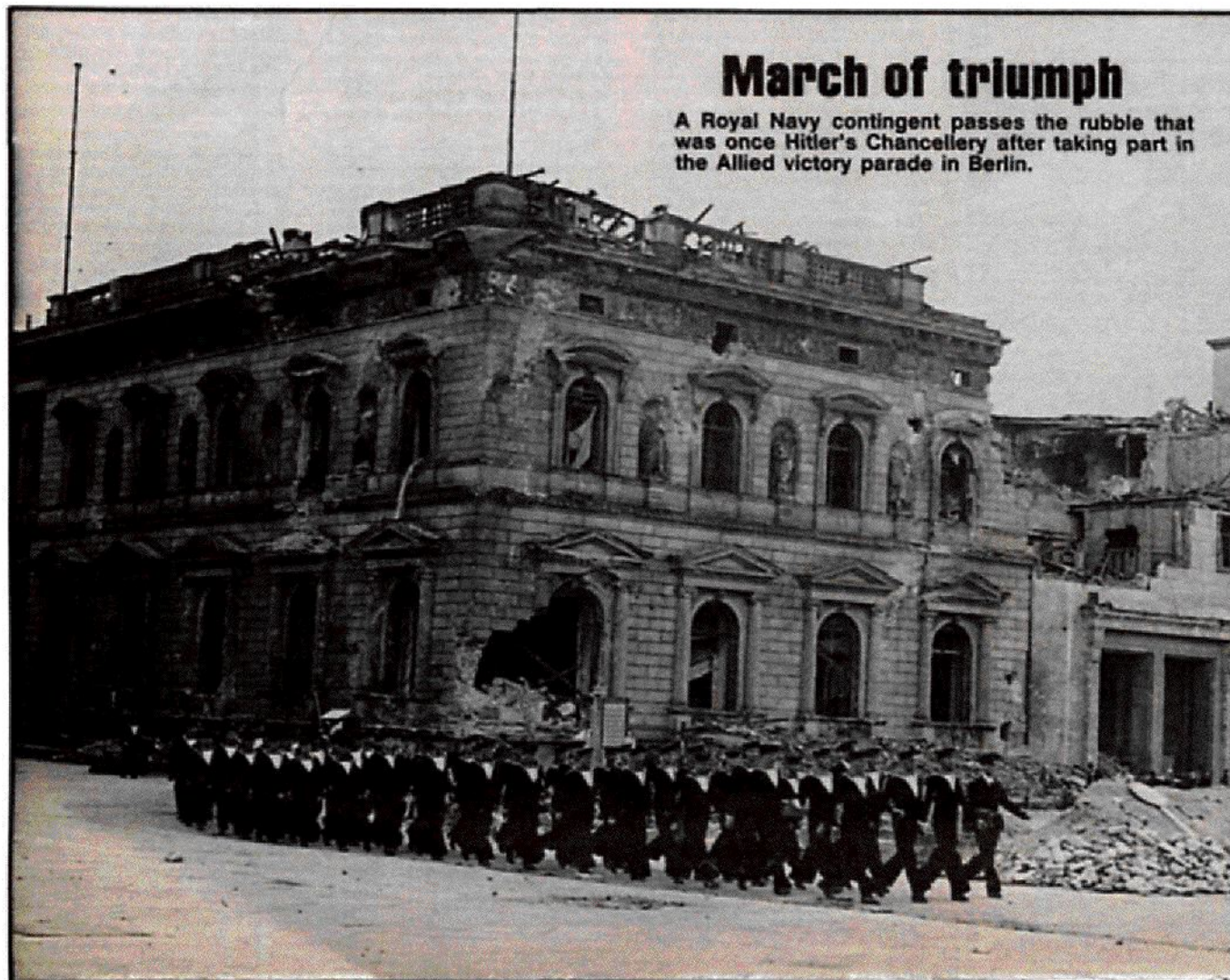
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While crowds celebrated at home

Sweeping up the war's lethal legacy

THE DANGERS of war did not end for all when peace broke out in Europe. Apart from the forces still facing a formidable task against the Japanese, there were those in Europe, too, whose celebrations were muted as their ships operated upon mine-filled seas in which U-boats still lurked.

In an emergency hospital bed in Russia there was no celebration for Telegraphist Harry Carter. Just over a week before he had been seriously wounded when his ship, HMS Goodall, became the last British frigate destroyed during the last Arctic convoy action of the war.

More than two-thirds of Carter's shipmates had died when Goodall was torpedoed by U-968 on April 29 off the Kola Inlet. "The U-boats were waiting for us," said Jim Baynes, a signalman in the frigate HMS Anguilla. "It was very nasty."

His shock at seeing Goodall engulfed in a mass of flames was deepened by the fact that just two days earlier the two vessels had fielded football teams to play in the Russian snow.

Courageous

After all those on board the blazing frigate who could be saved were rescued, Anguilla provided the coup de grace to the stricken ship. Carter and other survivors were picked up in a courageous action by HMS Honeysuckle. "Without their efforts the casualty list would have been much higher," he recalls.

Suffering from burns and broken limbs, Harry Carter spent May 8 flat on his back, being nourished via a feeding cup and having three-hourly injections of penicillin day and night. Meanwhile, the Russians around him did not believe the



Jim Baynes ... witnessed one of the last tragedies of the European war at sea.

war was over — they were not given the news officially until two days after the British patients were told.

There was precious little celebration, either, for PO radar mechanic Roy Williams. He was disappointed to find his ship, the escort carrier HMS Queen, spending the day at sea, covering the naval forces approaching Copenhagen.

Days before, HMS Queen had been one of Vice Admiral McGrigor's three escort carriers which undertook one of the last Home Fleet actions of the war on May 4. In a raid on Kilbotn near Narvik, aircraft from the carrier group sank U-711 and a submarine depot ship.

Among the other ships which had taken part in that raid were those of the 17th Destroyer Flotilla, including HMS Orwell which spent a dull VE Day at her buoy in Scapa Flow.

Her commanding officer, Lt Cdr John Gower, remembers that she earned the sobriquet Lucky Orwell, having steamed 130,000 miles without serious damage since she was commissioned in 1942.

She had escorted no fewer than 16 Arctic convoys and in 1944 took part in the Normandy invasion.

Because of uncertainty as to whether the U-boats would surrender peaceably, merchant ships were still sailing in convoys, and when HMS Queen returned to Scapa Flow there was still no shore leave for Roy Williams. The carrier was ordered to join the 11-strong escort for one of the last Arctic convoys comprising 26 merchantmen.

Missed parties

VE Day was "just another day" to Signalman John Stewart in the Flower-class corvette HMS Bellwort. Despatched from Gibraltar to Lisbon to receive the surrender of a U-boat, the crew's hopes of shore leave in the Portuguese capital came to naught.

HMS Icarus, too, missed the "party of the century" in Milford Haven. Lt Cdr Antony (Wally) Hammond remembers that the destroyer had to put in to the Haven to refuel while escorting a coastal convoy up the Irish Sea to Liverpool and the Clyde.

About an hour before they reached harbour the peace announcement was made. At Milford "ships' hooters were being sounded continually and the noise was deafening. Other



British MTB officers hoist the White Ensign over the Kriegsmarine flag on board a German E-boat. She was one of the small vessels the Germans operated in the Adriatic and which were taken into the Italian port of Ancona after surrender.

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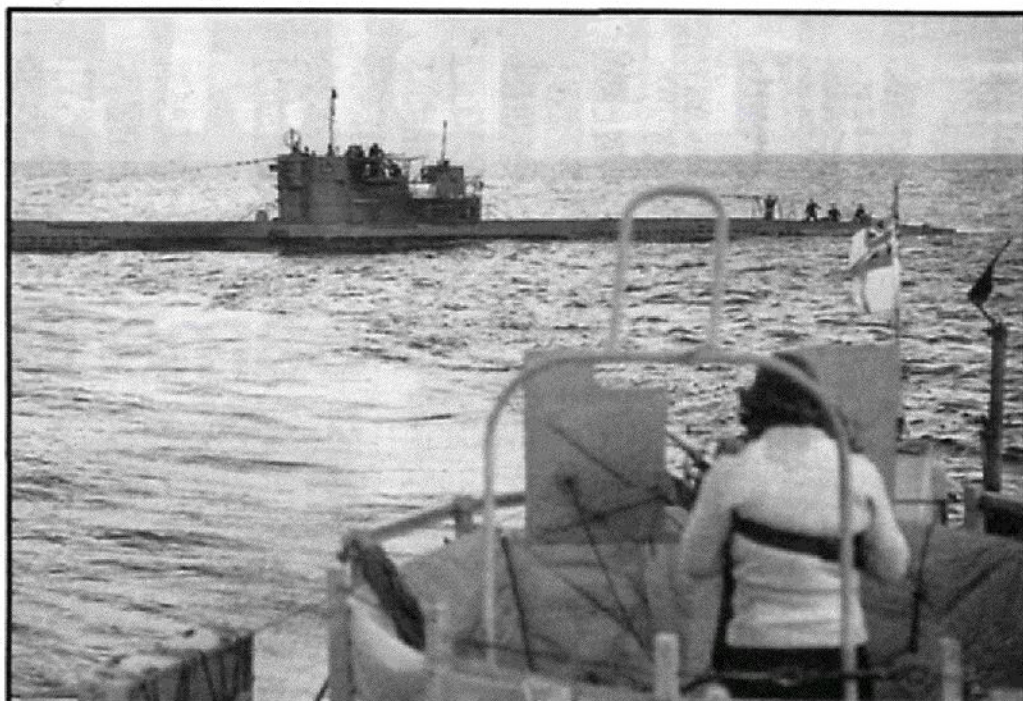
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Not a group of happy Germans, but Royal Navy Coastal Forces ratings trying on some enemy kit for size. The weapons and equipment were piled in Ancona after being unloaded from surrendered vessels which the enemy had operated in the Adriatic.

The Navy had its work cut out in a sea of dangers



A wary Oerlikon gunner keeps his weapon trained on U-1305 as it surrenders in Loch Eriboll on the north coast of Scotland. IWM

ships were firing rockets and flares and in every case the decks were crowded with cheering sailors, mostly with a bottle in hand."

As Icarus took on her oil her ship's company were looking forward to joining in the celebration. Then came the signal from the Admiralty which told them that convoys would continue to be escorted until further notice. They turned around glumly and passed the festive merchant ships to return to their convoy.

Frustration

Meanwhile in Liverpool, HMS Mermaid was "duty destroyer", her ship's company marooned at anchor while Merseyside celebrated. After a disconsolate little sing-song on the fo'c'sle, the sailors turned in below. But their rest was to be brief:

"A petty officer woke us up to tell us that we were going to sea," said Len Elphick, an AB in the Mermaid. "A German sub had been sighted off the south coast of Ireland and we were being sent to find her ...

"We steamed off into the remainder of the night, thinking of the run ashore we might have had and all those lovely girls waiting."

Far away in Alexandria there was frustration, too, in the destroyer HMS Bicester. One of her ABs, Allan Halfpenny, recalls that he was on duty on board — and Bicester could not even join in with other ships in

port to sound off her siren as her engines were shut down.

"Myself and some of my mates rowed round the harbour late at night; for what reason I can't say."

On the patrol vessel HMS Seabelle sailor Ron Gibbens and his shipmates felt forgotten. They had been transferred from HMS Danae to man the Seabelle, a yacht converted for patrol in the Persian Gulf.

For two years from March 1944 they endured the heat, privation and boredom of those waters. Fresh water was for hand-washing only and drinking. Men showered in salt water. Drinking water was obtained by evaporation in a giant terracotta carafe kept on the upper deck. There was no refrigerator for the ratings, no soft drinks, no fresh milk, and very little fresh food, most of their supplies being canned.

Small miracle

There was no entertainment, and Ron Gibbens remembers receiving only one food parcel — a cake, which was shared out.

"On VE Day a small miracle occurred and we each received two small bottles of beer. I still wonder how they came to reach us so quickly from seemingly nowhere."

There was no splicing of the mainbrace either at the naval airfield of HMS Garuda in Southern India. Tony Snitter recalls that "there were no girls to dance with, no streets worth speaking of to dance in, and no throwing of duck eggs at the

mess-deck fan.

"Instead, to celebrate and relieve the boredom an oppo played an imaginary trumpet, another wearing his "Wingate" hat marched round and round the table, and I stood on it taking his salute in an otherwise deserted reading room."

CPO John Hinton also felt forgotten in Colombo, Ceylon. "Off duty in the mess there was a celebratory bottle of beer, doubling the weekly ration. We sat listening to news bulletins of the celebrations at home and could not help feeling they were somewhat premature ..."

The men of minesweeping flotillas could be forgiven if they shared that sentiment. In HMS Tenby of the Ninth M/S Flotilla, celebrations on May 8 were subdued. They were in Norwegian waters to begin the sweep of thousands of mines — a sobering prospect in itself — and the day before they had lost a shipmate in a boat accident at night.

Action stations

The flotilla had been ordered to cross the still hostile North Sea on May 1 in preparation for the liberation of Norway.

Reaching the mouth of the fjord that leads to Bergen, the ship prepared to sweep up to the city. Suddenly CERA George Barlow, who was below decks heard a ship's klaxon calling all hands to action stations.

Clambering to the upper

● Turn to next page



German E-boats surrender at HMS Hornet, Gosport. IWM

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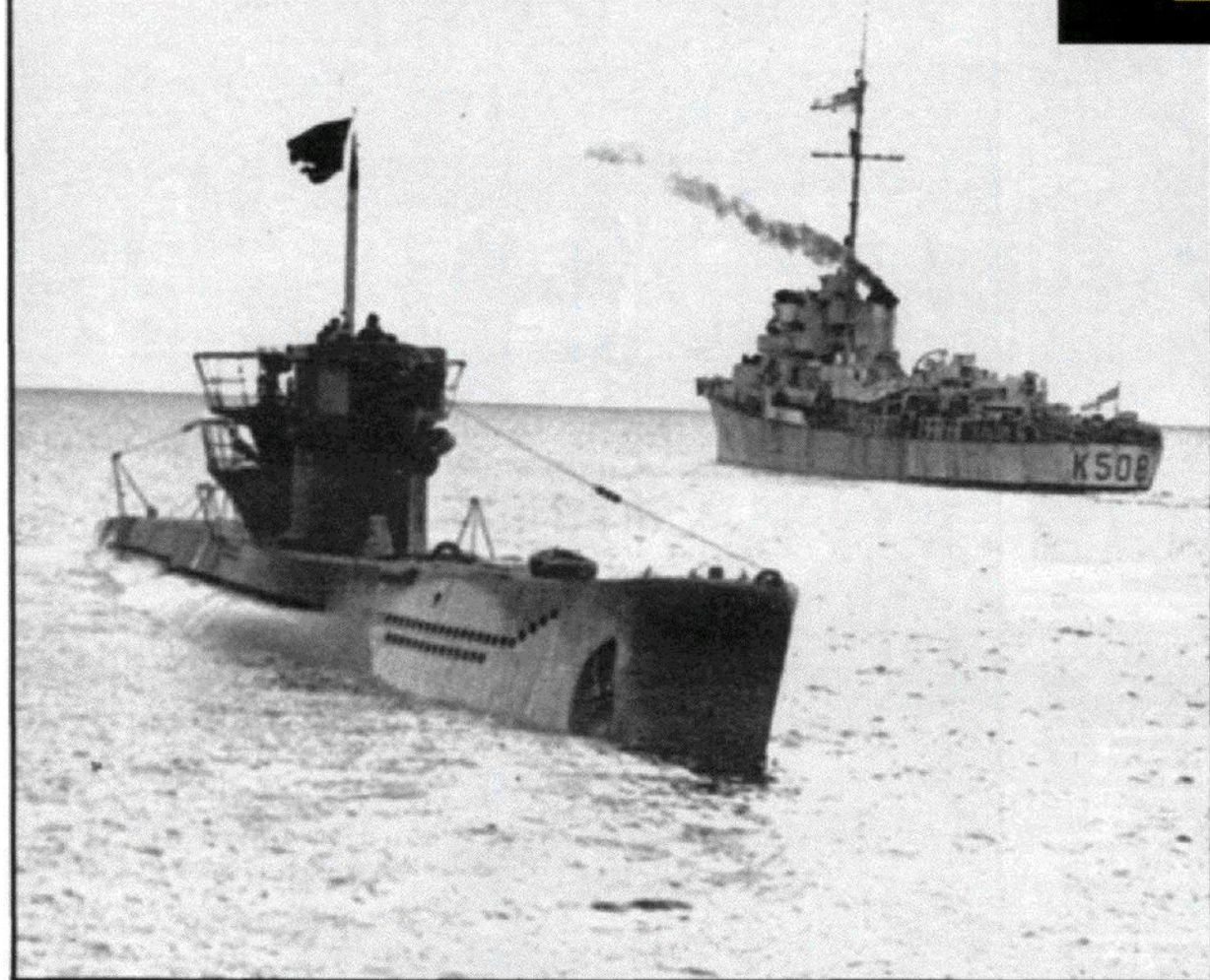


Kapitän Kruger of the Kriegsmarine points out the disposition of German minefields and coast defences in Norway to a British naval officer while a Wren acts as interpreter. The German naval delegation arrived in Scotland by air to meet British and Norwegian officers on board the battle-cruiser HMS Renown. IWM

'My U-boat men. — Six years of U-boat war lie behind us. You have fought like lions. A crushing material superiority has forced us into a narrow area. A continuation of our fight from the remaining bases is no longer possible.' — Grand Admiral Karl Doenitz in an order of May 4, 1945.

THE BLACK

When the came in



U-1009 flies the black flag as she becomes the first U-boat to enter a British anchorage after Germany's surrender. She is in the charge of the frigate HMS Byron.

THE SURRENDER of the U-boats was final confirmation that the convoy battles, which had cost so many lives in the Atlantic, the Arctic and elsewhere, were over. It had been a losing campaign for the Germans for at least two years, 32,000 of their submariners perishing in the attempt to strangle Britain.

On May 8 the surviving boats remaining at sea were ordered, under the terms of surrender, to proceed on the surface, report their pennant number and position to Allied radio stations, fly a large black flag, show lights at night and dispose of all ammunition.

They were instructed to proceed to remote Loch Eriboll on the north coast of Scotland, where the ships of the 21st Escort Group would be waiting for them...

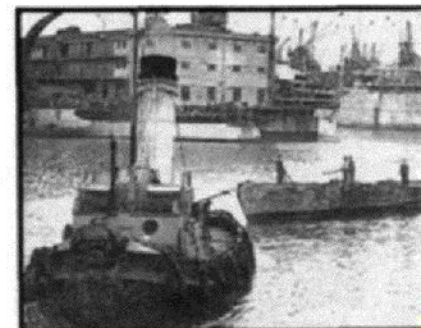
First to yield

In fact, the first U-boat to fall into British hands following Doenitz's order was U-249, boarded by HMS Amethyst 20 miles off the Lizard on May 9 and escorted into Portland harbour late the next morning.

But it was U-1009, which had surrendered to the Captain-class frigate HMS Byron, that was the first to enter a British anchorage — almost three hours before U-249 berthed.

Alan Hope, serving in the Byron, well remembers the tattered black flag fluttering from U-1009's mast as it approached Loch Eriboll that morning.

"The object of the surrender operation was to board and disarm the boats as they arrived in readiness for their eventual passage south to an anchorage



The blockade-running U-532 arriving at

at Lochalsh where they were decommissioned," he said.

One of the Byron ratings sent to board U-1009 was LTO John Cunningham. At the time there was a heavy swell and going alongside the submarine in a motor boat was tricky.

The boarding party was ordered to jump for it by the cox'n. Cunningham obeyed — and found he was the only one of the party on the U-boat. "I looked towards the conning tower where I saw several men in leather suits, one wearing a white cap. I later discovered he was the captain (Lt Hilgendorf)."

Cunningham walked slowly towards them as the rest of his party managed to board on the second attempt. The German crew were ordered below by the boarding officer, S/Lt Taylor, while

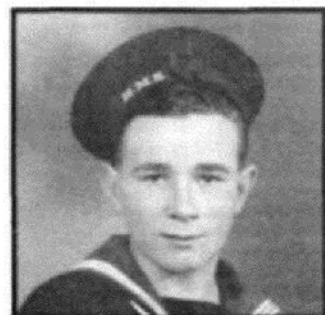


Not all German submarines surrendered in the UK. Here, sullen U-boatmen disembark at Wilhelmshaven watched by a Royal Marines sentry. One of their officers stands on the casing (left) as they begin their journey to an Allied prison camp.



Admiral Sir Max Horton, C-in-C Western Approaches, inspects U-532 which entered route from Japan. One of the largest of the U-boats, she was loaded with a cargo of Admiral Horton is the submarine's commanding officer.

Sweeping up . . . ● From page V



Roy Tapping . . . took part in a record sweep.

deck he saw a British destroyer passing at full speed with guns moving to a firing position, ready to engage a German warship advancing on the flotilla.

However, the German proved to have no violent intentions and the Tenby proceeded safely to a berth in Bergen where cheering crowds greeted her. Shore leave was granted on the first day and Barlow and his shipmates were amazed to see, after the surrender, armed German soldiers controlling traffic.

Both George Barlow and his

shipmate Stoker Roy Tapping remember with pride the flotilla's marathon sweep that followed — hailed at the time as a record. Working non-stop for 78 hours 52 minutes, the ships of the Ninth — Sidmouth, Blackpool, Bangor, Romney, Rye and Tenby — covered 607 miles at an average speed of over seven knots. In all the flotilla swept almost 1,000 mines. George Barlow recalls the "great sport" of sinking swept mines by rifle fire. "We must have used thousands of rounds of ammunition," he said.

At one point, recalls Roy

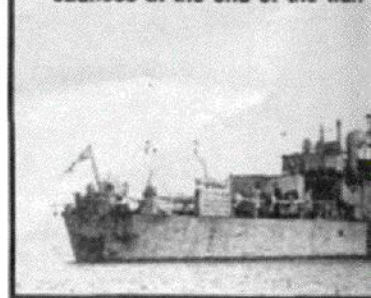
Tapping, Tenby and Bangor were about to recover their sweeps when they found themselves in the middle of an unknown minefield. By a sharp turn to the east the ships emerged safely, cutting four mines in the process.

Although the war was over, Tenby's sadness was not. After the ship returned to the UK, eight of her sailors were lost in another boat accident in Plymouth harbour. "That I think was our worst day," said Roy Tapping. After that they went on to clear minefields laid in the Bristol Channel.

The vast task of sweeping the detritus of war from European waters would continue for years. The Germans were believed to have laid 126,000 mines and more than 32,000 obstructions in North-West Europe as well as 100,000 mines in the Mediterranean. The British laid a total of 225,000.

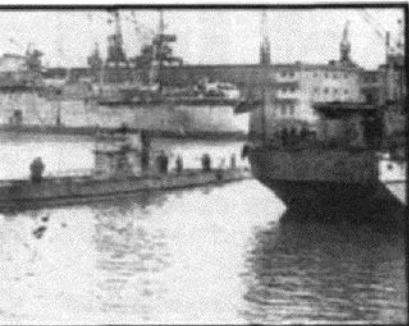
As most European nations lacked the trained men and vessels to carry out clearance operations, the enormous task fell largely to the Royal Navy. The victory was going to be hard work for the small ships...

HMS Tenby . . . triumph and sadness at the end of the war.



K FLAG OF SURRENDER

e wolves like lambs



Liverpool on May 17.

IWM

Cunningham and another rating shackled a chain to an upper-deck stanchion and lowered it through the hatches to the control room so that the Germans could make no sudden dive.

Food luxuries

"As we got under way and they started the diesel engines I couldn't believe the noise."

He was amazed when at meal time on the way to Lochalsh the Germans lifted up the bilge plates and brought out every conceivable gastronomic luxury — things that Cunningham hadn't seen for years. "It had been impressed on us not to accept food from them and we had taken with us boxes of field rations — corned beef, biscuits and tins of tea, sugar and milk all in one.

"When we looked at our rations and what the Germans were eating it didn't take much of an invitation to join them."

Next morning the U-boat arrived at Lochalsh where she was taken alongside a depot ship. Hilgendorf read a message to his crew telling them that they were leaving their boat, and Cunningham noticed that there were a few tears among the Germans.

He and Alan Hope made several such journeys — and conducted searches of the U-boats for log books and other documents. Some souvenirs found their way on board the frigates, too. There were grey leather suits "some awful cigars" and writing paper decorated with the German eagle and swastika — with an exhortation to the writer to produce cheerful letters for the folks at home.

'Morale intact'

Alan Hope remembers his erstwhile enemies as "sailors much like ourselves — well disciplined, responsive to the orders of their officers, still motivated to work their ships and with their morale intact."

Between the morning of May 10 and the evening of the 19th, 33 U-boats arrived at the Eriboll anchorage from where they were escorted to Lochalsh under the White Ensign. On May 22 four of them were escorted by the 21st EG to Loch Foyle in Northern Ireland for the ceremonial surrender to the C-in-C Western Approaches, Admiral Sir Max Horton.

It was the last act of the U-boat war.



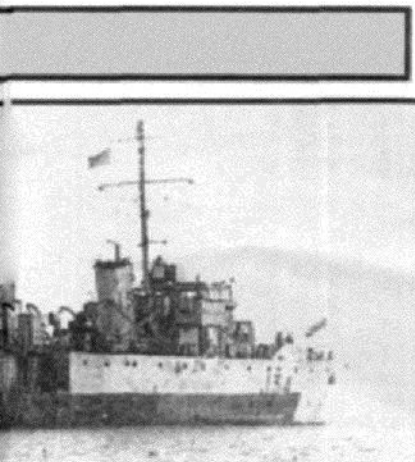
ABOVE: German sailors line up on the casing of the first U-boat to surrender, U-249. With Royal Navy guards on board, the submarine lies alongside a British warship in Weymouth Bay.

LEFT: The mass surrender gave many RN personnel their first chance to get a view from the other side — in this case in the torpedo room of a vessel which surrendered at Kiel.



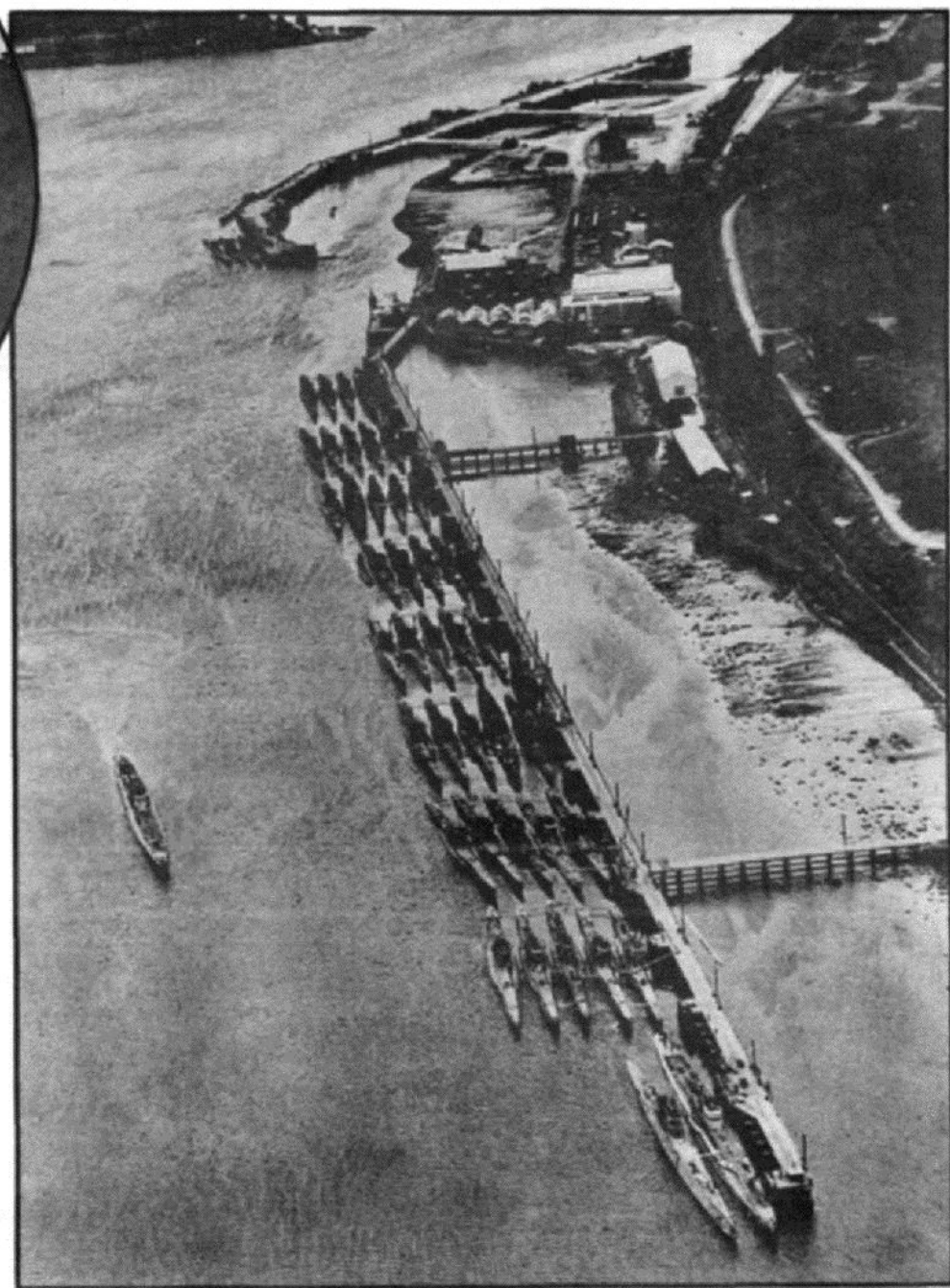
and Liverpool after surrendering while en
of tin, quinine, wolfram and rubber. With

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A White Ensign flies from the mast of a U-boat which surrendered at Loch Eriboll and (right) 52 U-boats mustered at Lisahally, Northern Ireland. It was in the Province that the formal ceremony of surrender was held.

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LIBERATION



A Royal Marines sentry makes some Danish friends on the jetty at Copenhagen and (right) Danish sailors chat with members of the Resistance in the city. Wariness of the surrendered Germans accounts for the fact that almost everyone in the picture is armed.



The day freedom sailed in

'To bind up the broken hearted, to proclaim liberty to the captives, and the opening of the prison to them that are bound' — Isaiah Chapter 61.

WHEN the Germans signed the final surrender document on May 7 their forces in central Europe were broken and in tatters. But elsewhere, in countries and islands on the rim of Hitler's shattered empire, significant units remained virtually intact.

Norway was still occupied and in Denmark the remains of the German surface fleet — including the heavy cruiser Prinz Eugen — were seaworthy and armed.

In Prague desperate remnants of Army Group Centre continued fighting the Czech resistance and the Russians until May 11. Later that day German forces occupying islands in the Aegean Sea were the last to lay down their arms.

The Channel Islands — the only part of Britain to be captured by the enemy — gave an exultant welcome to seaborne forces from the UK on May 9.

On May 12 the fast minelayer HMS Apollo took Prince Olaf of Norway back to Oslo, members of the ship's company having been recalled from leave on VE Day.

Arms dump

On the island of Leros in the Aegean, Frank Haworth in Motor Launch 837 watched the first meeting between the British representative and the German commander.

Haworth was amazed by the huge stack of German arms and equipment on the island, the dump stretching half a mile along the jetty.

In Holland Alex Strachan was a 19-year-old leading writer on the small staff of the Netherlands Naval Liaison Officer — a Dutchman. In the severe winter of 1944-45 the Germans — acting in retaliation against a general strike — had cut off fuel and food supplies to the large area of Holland they still occupied. It had resulted in a tragic famine which claimed thousands of

Dutch lives within months of liberation.

The NLO's staff were given the task of identifying landing places for ships to take life-saving supplies to the starving people. Although a standstill was imposed on movement across the lines until May 10, the urgency of the naval party's mission sent them travelling across Holland within 24 hours.



Alex Strachan ... humanitarian mission in The Netherlands.

"We could not make directly for Rotterdam or The Hook as the bridges over the Maas were down, so we had to make a lengthy detour via Nijmegen," said Alex Strachan.

"It was an odd experience passing through towns and villages guarded by the Wehrmacht. At some checkpoints they turned out the guard and saluted, while at others they were sullen and obstructive, demanding documentation which we did not have."

By evening they reached the German naval HQ at Zeist am Rhein. It was still guarded by the German army, but there was a small advance party of British soldiers nearby and the NLO group managed to scrounge a meal from them.

As a result of the party's ensuing work the relief operation got under way quickly. On May 10 Terence Gull was an AB on one of 36 large landing craft that ferried thousands of tons of emergency supplies into Rotterdam. They were the first Royal Navy vessels to enter Europe's largest port since the war began.

That task completed, Gull's craft was one of those used to

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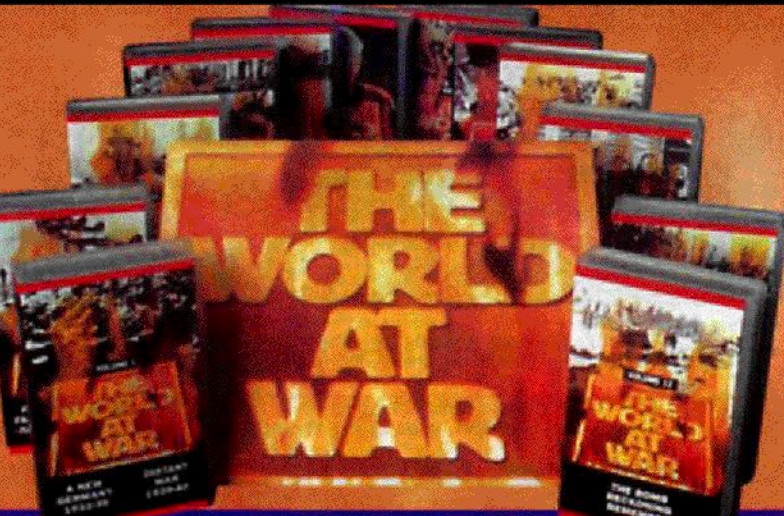
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Capt Herbert Williams of HMS Birmingham fires at a floating mine during the forcing of the German minefields in the Skagerrak.



Danes greet their liberators on board HMS Birmingham.

ferry Germany's former occupying forces across the Zuider Zee back to their own country.

In some other parts of Europe the political ambitions of the victors made the process of liberation far more complex. In the border city of Trieste, occupation by Tito's Yugoslav partisans had preceded the entry of HMS Orion, the cruiser sent there from Ancona.

John Smith, a sick bay PO in Orion, recalls that she was delayed by mine barrages on her passage through the Adriatic, not arriving at Trieste until May 12.

In HMS Rosario of the 19th Minesweeping Flotilla, Stoker Albert Jones quickly realised that the situation ashore was tense, with the Communist partisans teetering on the brink of an armed confrontation with the British forces.

"The ensuing negotiations came to a head very soon with the Yugoslav commandant issuing a 48-hour ultimatum to the British commander, demanding our withdrawal — or else ...

"The response was swift and decisive to the effect that the Yugoslavs were told where they could shove their ultimatum — and we all stood fast and waited."

The deadline passed and nothing happened. "To emphasise our resolve a big parade

through the town was organised by our Army and included every man who could be spared from our two minesweepers and cruiser — including yours truly ...

"After further negotiations the shoe was on the other foot and it was the partisans who withdrew to a point outside the city."

Copenhagen

A much larger group of Royal Navy ships was despatched to Copenhagen to secure the surrender of the German naval forces there and to link up with the small numbers of British paratroops who had been dropped as a liberating force.

The task group left Britain on May 6 and comprised the cruisers HMS Birmingham and Dido accompanied by the destroyers Zealous, Zephyr, Zest and Zodiac.

Substantial minesweeping forces were assigned to the group which was covered to the east by three escort carriers, the cruiser HMS Norfolk and five destroyers.

On May 8 the main force was passing through the Skaggeak with the sweepers ahead and the sun shining on a millpond sea, recalls Arthur Rose, a CPO Gunnery Instructor at the time.

The gun crews were closed up, wary in the knowledge that the Germans could still mount an attack. Their minds were

suddenly concentrated by the appearance of Luftwaffe aircraft and all the guns of the task group were trained skyward.

The planes departed peacefully, but soon after, Rose's confidence was jolted by an intercom warning from B magazine beneath him that "something was bumping under the ship".

Almost simultaneously the tannoy from the bridge ordered B turret crew to rig the ship's starboard paravane derrick to recover the starboard paravane.

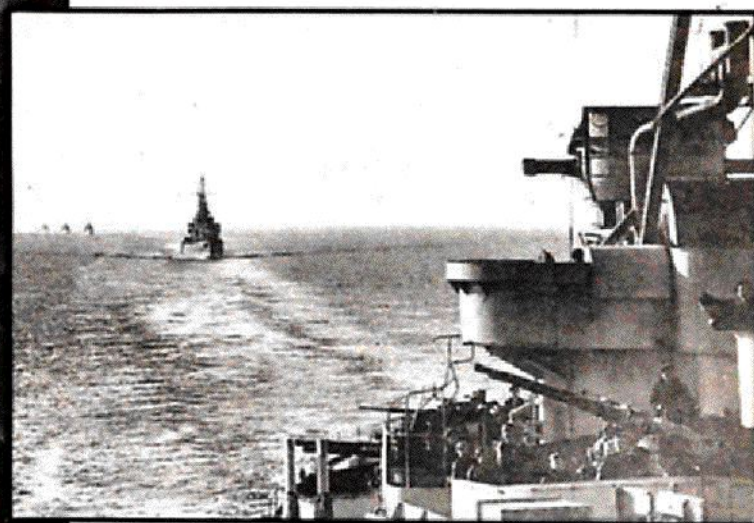
But when Rose looked over the starboard side there was no paravane to be seen. Unknown to him it had contacted a mine, but instead of the mine wire being cut it had remained intact and had pulled the paravane under the ship.

"I looked over the port side where I saw, to my petrification, not our paravane but a barnacle-encrusted, wickedly horned mine gently thumping against the ship's side."

An officer appeared and handed Rose a recovery pole, ordering him to be suspended head-first over the side to keep the mine away. "I was afterwards told that my expletives at the time were in accord with the best naval traditions."

Grasped at each ankle by an AB, Rose duly dangled over the

● Turn to next page



This picture, taken from HMS Birmingham, shows HMS Dido and the four escorting destroyers making their way slowly through the mined Skaggeak to reach Copenhagen.

Picture by courtesy of Mr A. Calvert



With Royal Marines drawn up in the foreground, Capt R. F. Elkins of HMS Dido reads the terms of handover of the German warships in Copenhagen to Kriegsmarine officers assembled on the quarterdeck of the heavy cruiser Prinz Eugen.

Picture by courtesy of Mr G. Fordham



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The Association assists King George's Fund for Sailors in raising money towards the Fund's caring work for all seafarers and co-operates closely with The Royal Naval Benevolent Trust in being aware of who needs help and ensuring it reaches them. They also take time out to remember, with affection and respect, Royal Naval personnel who have given their lives in the defence of their country throughout the long history of the 'Senior Service.'

On the side of youth, the Association supports Naval Cadet Forces, some of whose members will go on to become the leaders of the modern 'high tech' navy.



HMS Birmingham moves slowly astern, away from a mine (arrowed) which snared her paravane equipment and bumped down the side of the hull. It was the mine that Arthur Rose (inset) had just attempted to clear by fending it off with a pole while dangling over the side. Pictures by courtesy of Mr Rose



This pencil portrait of Bill Hallett, by one of his fellow prisoners of war, was pasted into his journal and captioned "Mandoline Bill waiting for VE Day". The text below was written on a Christmas greeting postcard he sent home to his relatives in 1942.

And as the sun sinks in the west,
There's thoughts of those I love the best.
To them, and all, I sincerely send
Christmas Greetings, and append,
The hope, that nineteen forty-three,
A Happy, Good New Year, will be.

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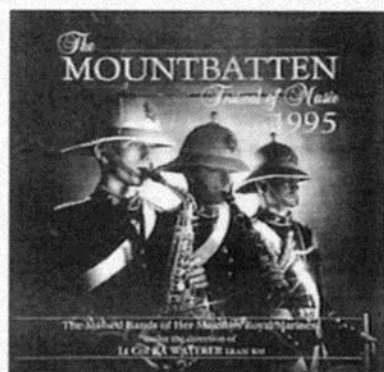
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The end of a nightmare

FOR THE many thousands of prisoners of war in German hands, the last act in the conflict brought not only the hope of release, but new threats to their survival.

Allied bombers and strike aircraft roamed at will over what remained of Germany, strafing anything and anyone on the roads who looked vaguely military.

Some of the personnel attacked were not Germans, but prisoners of war being moved by their captors away from camps that were being overrun. Tragically many prisoners died in the camps or on the roads as the chaos of war rolled across central Europe to the heart of the Reich.

Castle

Thousands of Royal Navy and Merchant Navy prisoners were held in a camp at Westertimke, between Bremen and Hamburg, named Marlag und Milag Nord. It was from there, near the end of the war, that Lt Cdr Roy Price-Fox and two other RN officers were transferred to a camp in a castle — Schloss Steinberg about 60 miles north-east of Munich on a hill overlooking the source of the Danube.

"We were getting information on the progress of General 'Blood-and-Guts' Patton and his Second US Army coming up from the south," he recalls. "Once our guards disappeared we barricaded ourselves in the castle and kept in touch with the outside world by means of the telephone."

Shattered remnants of the Wehrmacht were streaming past the castle in retreat. Meanwhile, the Navy officers phoned Mitterfelds, a town about 12 miles away, and to their excitement found themselves speaking to an American.

The castle was being used to hold senior Army officers, and fearing that the German Army would take them as hostages, the naval trio asked for immediate help.

They were told to lay out bedlinen in an agreed pattern on the roof to facilitate identification. Soon after that was

done a US reconnaissance aircraft appeared overhead.

"Things then happened very fast. A jeep plus a couple of tanks and some lorries came ploughing through the retreating Germans and put up a defensive line around the base of the castle hill." The troops, of a US Coloured unit, provided fresh bread from their field kitchens and turned over provisions to the liberated PoWs — "the likes of which we had not seen for years".

On May 8, STD Ken Royle was with an RN and RM group — Naval Party 1734 — flown into Hamburg via Ostend. The city was in ruins. "I do not re-

member seeing any buildings untouched by the ravages of war. The people were popping up out of holes in the ground where they were living in cellars and basements with all the bricks and debris around them."

Waving girls

On board British Yard Minesweeper 2188, Bill Davies was getting his first sight of Germany as his BYMS flotilla entered Cuxhaven. He remembers being intrigued by the spectacle of a U-boat depot ship, its decks crowded with girls cheering and waving. He afterwards learned that they had been



Using their ingenuity, prisoners were able to stage dramatic productions such as this, "The Desert Song", produced in Milag Nord PoW camp in 1943. That year alone, the naval PoW camp averaged more than one show a fortnight. Most popular was "Bandwagon" (five performances) while others included "HMS Pinafore", "Hobson's Choice" and "The Return of Fu Manchu".

LIBERATION

● From page IX

side, the teak beading of the deck edge cutting into his shins. Eventually, much to his relief, the commanding officer, Capt Herbert Williams, ordered the ship to go slowly astern so that the paravane and mine could be cut away, the delicate operation being performed by PO Jumper Collins and the shipwright armed with hand cutters.

Eventually all the ships arrived safely at Copenhagen on the 9th, a Royal Marines band playing on the Birmingham's quarterdeck and the vessels dressed overall.

Cheering

As the ships entered they passed the silent guns of the Prinz Eugen and the cruiser Nuernberg. With the bigger ships the Germans had three destroyers, two torpedo boats, ten minesweepers, 13 flak ships, 19 armed trawlers and two armed merchant ships.

On the jetties and docksides were thousands of cheering Danes, waving flags and chanting "Welcome, welcome".

On board the Zodiac it seemed incongruous to AB Eric Collins that their lines were being taken and secured by armed German troops. Despite the apparent tameness of the surrendered enemy, Davy Newell, a leading seaman on board Zest, recalls that the Navy were taking no chances. "We were to be armed going ashore and boats' crews had small depth charges against frogmen."



Danes crowd the jetty soon after HMS Birmingham (foreground), HMS Dido and four destroyers became the first Allied ships into Copenhagen.

IWM

The welcome by the Danes, occupied for four years, was overwhelming. For three weeks the ships remained while the German vessels' ammunition was destroyed.

"It was unloaded and taken by German personnel in lorries to a hunting lodge inland," said

David Brunton, a sub lieutenant in Dido. "However, the understandably bad atmosphere between them and the Danes was such that a British sailor had to be placed in each lorry to prevent the Germans falling victim to snipers."

At the end of a bitter conflict,

the sailors' three-week sojourn in a peaceful capital whose people treated them as savours, was a time that few who experienced it would forget. Many of them will be returning this year with proud affection to mark their role in Europe's liberation.



German guards provide a firing party for the funeral at Marlag und Milag Nord camp of ERA Wilkinson of HMS Starfish who died in captivity in 1943 at the age of 33.

Picture by courtesy of Mr Don Bowra

mustered to provide a warm welcome for a U-boat expected to return from a long patrol.

Davies and his shipmates were mildly surprised not to see any black-booted storm-troopers. "All we saw were sailors, much like ourselves — young lads who had mothers, sweethearts and wives except that these lads seemed to just shuffle about asking for cigarettes and coffee with pathetic, haunted looks."

'A real Nazi'

During the last few weeks of the war, life in Marlag and Milag Nord was being disrupted increasingly. Using YMCA notebooks provided through the Red Cross, Bill Hallett was making the last entries in a journal he had kept since his capture as a naval gunner in 1940. The armed merchant ship in which he served was sunk by a German surface raider shortly after the fall of France.

He wrote that on March 26 (Good Friday) the camp routine started to ease up, with only one roll call a day. Writing retrospectively, he noted: "Lager offizier Tich left camp the following Tuesday for the front. Everyone relieved at his going — a real Nazi..."

On April 10 the 850 members of the RN in the camp were ordered to muster to march for Luebeck — some-

thing which they knew would expose them to Allied strafing of the roads, as well as all the other uncertainties which were accompanying the collapse of the Reich.

Helped by members of the Merchant Navy held in the camp, almost 600 RN prisoners escaped the round-up by hiding



Don Bowra... a homecoming he didn't expect.

in roof spaces under the floorboards of the huts, in holes in the ground, in lockers, improvised cellars and even sewage pipes. The Germans, it seems, no longer had the time or the manpower to make a meticulous search.

Meanwhile the RAF were

maintaining attacks on the Bremen-Hamburg road which passed close to the camp. Somewhat, Bill Hallett noted. "With regret we learn that three naval men had been killed and several injured."

Suddenly those camp guards remaining disappeared. The prisoners tore down the wire and explored outside their compound. Hallett wrote in his diary: "Local inhabitants come close to me and are begging for stores and clothes. Everything temporarily out of hand."

"Some of the 'underground Navy' return from hiding holes outside and inside the camp. The MN really do the RN a service for covering up these men at considerable risk."

"Capt Wilson RN advises them to keep under cover for a few days and at a later date thanks the MN for their help and assistance in hiding as many as 12 in a room already accommodating 20."

In the camp the now unguarded prisoners could hear artillery bombing Bremen for 18 hours. Hanover, Brunswick and Verden had been captured, but almost at the moment of liberation, Hallett records in his last entry on April 21 the deaths of yet more PoWs.



The liberators en route... Members of a Royal Navy party in mid-flight from a Brussels airfield to take over the German naval base at Wilhelmshaven.

IWM

"Unfortunately a plane drops two bombs on Marlag, partially destroying a barrack, then machine-gunning the remainder. Six killed, ten injured, mainly American PoWs. Apparent cause after investigation — lights shown after dark. Further precautions observed after this incident."

Safe and home

In the early hours of May 8 Don Bowra, one of those who had been marched across Germany, was boarding a converted transport aircraft near Luebeck. He was a member of the crew who escaped from HM submarine Starfish after she had been forced to the surface by a 12-hour depth charge attack in the Heligoland Bight in 1940.

Sitting on the floor of the aircraft, the memories of the past five years and four months in captivity came flooding back. "For the first time it sank in that I was safe and home."

However, his welcome on landing at Portsmouth was not what he expected. "A packet of Woodbines was pushed into my hand and a hosepipe was shoved down my trousers and a white cloud of de-lousing powder filled my trouser legs. After several hours of processing, a plate of sausage and mash, a Woodbine cigarette and a cup of cold tea, I was on a train bound for Northfleet in Kent."

But for Don Bowra, the journey home was a nightmare. After so long in captivity he was bewildered and frightened and nervous of being free.

It seemed to him that he suffered the ultimate insult when he tried to board a bus from the station to his home: the conductor refused to let him on due to his unkempt appearance.

Finally he turned the corner into his street to be met by a "Welcome Home" banner and his fiancée standing on the doorstep. "The lads from the local pub spilled out on to the street and cheered, and with my future wife on my arm and a real pint of beer in my hand I knew I was really home and my own personal nightmare had come to an end."

● Shortly after giving his account to Navy News, Don Bowra died aged 77. The diarist Bill Hallett died in 1966.



Duckboards are laid on the wet sand of St Aubin beach to aid unloading from LST 238.

Picture by courtesy of Mr. A. Mellor

Freeing of the Channel Islands

"OUR dear Channel Islands are also to be freed today," Churchill told the VE crowds massing in Trafalgar Square. For five years, Jersey, Guernsey, Alderney and Sark had been the only British territory under German occupation.

In fact, it was on May 9 that the amphibious liberation forces reached the islands, hoisting the Union Flag from the balcony of the Pomme d'Or Hotel — the former Kriegsmarine HQ in Jersey.

St Aubin

Among the first vessels to reach the islands was the tank landing ship LST 238, which sailed from Southampton on VE Day to reach St Aubin on the 9th.

This month the islands will be celebrating the 50th anniversary of their liberation with several major events spanning five weeks.

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